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OPERATION & WORKS COMMITTEE MG.0

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CITY OF MISSISSAUGA
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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, AUGUST 3, 1988 - 9:00 A.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor D. Lane
Councillor T. Southorn (Chairman)
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Maller, Clerk's Department (896-5426)
Date: July 28, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - AUGUST 3, 1988

DEPUTATIONS - 9:00 A.M.

A. Mr. Richard Young, 7030 Netherbrae Road
See Item
F.06.04.02

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	F.05.04.05	Mandatory Curbside Recycling
2.	L.02.02.02	Bingo Lottery Licensing - Bingo City Hall
3.	L.02.02	Bingo Lottery Licensing - Delta Bingo Hall
4.	A.02.03.03.12	Eaglebrook Environmental Corporation - Waste Disposal Transfer Site
5.	J.05.88038	Cooksville Creek - Flood Erosion Control Project - Paisley Boulevard to King Street
6.	J.05.88042	Meadowvale Pole Replacement - Consulting Services
7.	M-385.02 M-386.02	Erin Mills-Meadowvale West Neighbourhoods 310D and 310E - Assumption of Works
8.	F.02.07	Proposed Street Names - Natkarni Crescent
9.	T-88002 F.02.07	Rolls Holdings Subdivision - Proposed Street Names
10.	T-86084 F.02.07	Lostrack Subdivision - Proposed Street Names
11.	T-86032 F.02.07	Everlast Subdivision - Proposed Street Names
12.	T-87045 F.02.07	First Terragar Subdivision - Proposed Street Names
13.	T-86083 F.02.07	Sherwood Mills Subdivision - Proposed Street Names
14.	T-87066 F.02.07	N.M. Davis Subdivision - Proposed Street Names
15.	T-87021	Rathkeale Subdivision - Proposed Street Names

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| 16. | T-87081
F.02.07 | Cantay Holdings Ltd. - Proposed Street Names |
| 17. | T-86031
F.02.07 | Marwood Properties Subdivision - Proposed Street Names |
| 18. | T-86087
F.02.07 | River Grove Development Subdivision - Proposed Street Names |
| 19. | T-86081 | Runnymede Industrial Park - Street Name Change |
| 20. | J.05.88000 | Various Road Projects - Consulting Assignments - Planning and Design |
| 21. | J.05.88010 | Hurontario Street - Rathburn Road Interchange Facility |
| 22. | F.06.04.02 | Netherbrae Road and Rexwood Road - Parking Concerns |
| 23. | F.06.04.02 | Lenester Drive - Parking |
| 24. | J.05.88043
A.02.03.02.07 | Traffic Signal Timing Optimization Project - Phase I |
| 25. | F.06.04.05 | Loyalist Drive/Huxley Drive - Proposed All-way Stop |
| 26. | F.06.04.05 | South Millway/Fifth Line West - Proposed All-way Stop |
| 27. | A.02.04.05.01 | Mississauga Road - Proposed Closure of the North-east Corner of Featherstone Drive |
| 28. | F.02.07 | Directional Signs - Highway 427/Dundas Street |
| 29. | A.03.04.01 | Report 6-88 - Public Vehicle Authority - July 12, 1988 |
| 30. | T-86100 | Kaneff Subdivision - Proposed Street Names |

CITY OF MISSISSAUGA

AGENDA

AUGUST 3, 1988

OPERATIONS AND WORKS COMMITTEE

DEPUTATIONS

- A. Mr. Richard Young, 7030 Netherbrae Road
SEE ITEM 22
F.06.04.02

MATTERS FOR CONSIDERATION:

1. Report dated July 28, 1988, from the Commissioner of Public Works with respect to the possibility of implementing mandatory curbside recycling.

Staff have contacted three municipalities to determine their experience in recycling. Staff have concluded that a mandatory recycling by-law would be effective in Mississauga at a future date in order to implement a wet/dry collection system as part of composting.

Staff are reviewing with the Region the feasibility of a wet/dry collection program in conjunction with a substantial composting program operated by the Region and are also investigating the available markets on a long-term basis which would make the recycling of mixed plastics and PET containers feasible.

In order to implement the foregoing it will be necessary to pass a by-law requiring mandatory recycling.

RECOMMENDATION:

That the City of Mississauga consider the need for mandatory recycling in conjunction with an expanded recycling program.

F.05.04.05

RECOMMEND ADOPTION

2. Report dated July 14, 1988, from the Commissioner of Public Works regarding the renewal of the Lottery Licenses for the organizations that conduct bingo events at Bingo City Hall, 60 Dundas Street East.

Licensing Staff have reviewed the administrative costs and profit percentages with respect to the Provincial guidelines established in the terms and conditions under which a license is issued.

The figures provided by the licensed organizations were evaluated and used to place the respective organizations into two categories (refer to List "A" and "B").

The organizations on List "A" meet the established guidelines and are being recommended for renewal.

The organizations on List "B" have failed to consistently meet all the requirements and are being recommended for conditional renewal provided that their averages improve over a period. Any future renewals should be dependant upon the organizations meeting the requirements for profit and costs set out in the Provincial guidelines.

RECOMMENDATION:

- (a) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "A" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated.
- (b) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "B" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated for an additional six (6) month trial period on the condition that the organizations improve the administrative cost and profit percentages to meet the Provincial guidelines within such trial period.

L.02.02.02

RECOMMEND ADOPTION

3. Report dated July 15, 1988, from the Commissioner of Public Works regarding applications for Municipal Bingo Licenses to operate bingo events at the Delta Bingo Hall, 1250 South Service Road. The applicant organizations are based in Mississauga and are eligible for licenses to raise funds through lottery operations.

RECOMMENDATION:

That Bingo Lottery Licenses be approved for the following organizations to conduct bingo lottery events at the Delta Bingo Hall, 1250 South Service Road for the remainder of 1988 on the days and times noted:

<u>ORGANIZATION</u>	<u>FREQUENCY</u>	<u>TIME</u>
Mississauga Choral Society	Every Sunday	Matinee (1:00 - 3:00 pm)
Mississauga Junior Lacrosse	2nd/4th/5th Sunday	Late Night (10:30 pm - 1:15 am)
Knights of Columbus Council 9612	1st/3rd Sunday	Late Night (10:30 pm - 1:15 am)
Knights of Columbus Council 8668	2nd Saturday	Late Night (10:30 pm - 1:15 am)

L.02.02

RECOMMEND ADOPTION

4. Report dated June 28, 1988, from the Commissioner of Public Works with respect to an application for a Certificate of Approval for a Waste Disposal Site (Transfer) by Eaglebrook Environmental Corporation located at 2650 Royal Windsor Drive, Mississauga.

The Operations and Works Committee on January 27, 1988, recommended that a hearing be held on this application; however, Council at its meeting on February 8, 1988, recommended that it be deferred and referred to the Region of Peel.

This item has been reviewed by the Region and Regional Council passed a resolution advising the Ministry of the Environment that a hearing is not required.

RECOMMENDATION:

That the Ministry of the Environment be advised that the City of Mississauga does not request a hearing on the application submitted by Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 2650 Royal Windsor Drive, Mississauga.

A.02.03.03.12

RECOMMEND ADOPTION

5. Report dated July 21, 1988, from the Commissioner of Public Works with respect to the proposed flood protection works by the C.V.C.A. on the Cooksville Creek immediately north of Paisley Boulevard to provide for a 100 year flood.

As a result of land negotiations, Mr. J. Humeniuk, who represents some six properties, requests that the works be extended upstream through his properties and enlarged. Mr. Humeniuk is prepared to dedicate the required land and to contribute \$48,000 in the form of a Letter of Credit.

RECOMMENDATION:

- (a) That the channelization works on Cooksville Creek from 160 metres north of Paisley Boulevard to King Street be enlarged to handle a 100 year storm event through Mr. Humeniuk's lands provided that he agrees to dedicate the required lands gratuitously and to contribute \$48,000 to cover the cost of upgrading the channel from a 25 year to a 100 year storm capacity.
- (b) That the 1988 Capital Budget for the channelization of the Cooksville Creek be revised as follows:
- | | |
|---------------|------------------|
| Gross Cost | \$273,000 |
| Contribution | <u>48,000</u> |
| Net City Cost | <u>\$225,000</u> |
- (c) That the Credit Valley Conservation Authority be requested to carry out the channelization works on the City's behalf in on conjunction with their flood protection works at Paisley Boulevard.

J.05.88038

RECOMMEND ADOPTION

6. Report dated May 31, 1988, from the Commissioner of Public Works regarding the hiring of McCormick Rankin and Associates for the estimated sum of \$50,000 for the design, preparation of contract documents and administration of the contract to replace the decorative Corten steel pools in Meadowvale.

The Operations and Works Committee on June 15, 1988, approved the recommendation; however, Council, at its meeting on June 27, 1988, at the request of the Commissioner of Public Works, deferred the matter to this meeting.

Mr. Taylor will address the matter at the meeting.

J.05.88042

DIRECTION REQUIRED

7. Report dated July 20, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhoods 310D and 310E, Plans M-385, and M-386 located north of Britannia Road West and west of Winston Churchill Boulevard.

The subject developments consist of 244 residential lots and 5 residential blocks. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned plans. The remaining securities in the amounts of \$844,322.95 should be released to the developer, Cadillac Fairview Corporation Limited.

RECOMMENDATION:

- a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 310D and 310E, Plans M-385 and M-386, located north of Britannia Road West and west of Winston Churchill Boulevard.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-385 and M-386 (currently valued at \$844,322.95) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plans M-385 and M-386 as public highways and part of the municipal system of the City of Mississauga.

M-385.02
M-386.02

RECOMMEND ADOPTION

8. Report dated July 11, 1988, from the Commissioner of Public Works regarding the following street names proposed by Councillor David Culham:

Jerath Crescent Mundi Road Adophia Court Natkarni Crescent

The Street Name Committee reviewed these proposed street names and the name "Natkarni Crescent" was approved.

Mundi Road was rejected because of a similar street name in Mississauga being "Munden Road". The streets named "Jerath Crescent" and "Adophia Court" were not duplicated, however the Committee felt there would be potential difficulties with the spelling and that there could be some confusion during an emergency situation,

RECOMMENDATION:

That "Natkarni Crescent" be approved and placed on the City of Mississauga approved street name list for use within a new plan of subdivision.

F.02.07

RECOMMEND ADOPTION

9. Report dated June 21, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Rolls Holdings Subdivision:

Administration	Admiral	Aventura
Alliance	Capital	Kingsway
Nulon	Oakmont	Omega
Omni	Queensborough	Sterling
Trilon	University	

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988. Some of the names were refused because of confusion with similar street names which presently exist in the Region of peel.

RECOMMENDATION:

That the following names be approved as street names for the Rolls Holdings Subdivision (T-88002 - located east of Hurontario Street and south of Derry Road East):

Administration	Admiral
Aventura	Alliance
Capital	Oakmont
Omni	Queensborough
Trilon	University

T-88002
F.02.07

RECOMMEND ADOPTION

10. Report dated June 23, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Lostrock Subdivision:

Systems	Export	Topflight	Governor
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This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and the name "Governor" was not approved because there is already an existing street with this name in the City of Brampton.

RECOMMENDATION:

That the following names be approved as street names for the Lostrock Subdivision (T-86084 - located east of Hurontario Street and north of Derry Road East):

Export Systems Topflight

T-8084
F.02.07

RECOMMEND ADOPTION

11. Report dated June 23, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Everlast Subdivision:

Secretariat Everlast Developers

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and the name "Secretariat" was approved. The names "Everlast" and "Developers" were rejected because of similar street names already existing in the Region of Peel.

RECOMMENDATION:

That the name "Secretariat" be approved as a street name for the Everlast Subdivision (T-86032 - located east of Kennedy Road and north of Derry Road East).

T-86032
F.02.07

RECOMMEND ADOPTION

12. Report dated July 5, 1988, from the Commissioner of Public Works regarding the proposed street names for First Terragar Subdivision.

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and some of the names were refused because of confusion with similar street names, spelling and pronunciation difficulties.

RECOMMENDATION:

That the following names be approved as street names for the First Terragar Subdivision (T-87045 - located east of Tenth Line West and north of Britannia Road West):

Petrel	Bobwhite	Pigeon
Brown Creeper	Pintail	Canary
Piping Plover	Catbird	Pipit
Chat	Puffin	Clapper Rail
Quawk	Cormorant	Rufous
Crow	Sage Thrasher	Duck
Shearwater	Gadwall	Shrike
Godwit	Siskin	Goosander
Skimmer	Goshawk	Snowflake
Grackle	Spruce Grouse	Grassquit
Stilt	Haglet	Swan
Junco	Swift	Kinglet
Teal	Kite	Thrush
Kittiwake	Towhee	Lapwing
Veery	Limpkin	Wamp
Longspur	Warbler	Magpie
Wavey	Nighthawk	Whimbrel
Nutcracker	Widgeon	Wren

T-87045
F.02.07

RECOMMEND ADOPTION

13.

Report dated July 5, 1988, from the Commissioner of Public Works regarding proposed street names for the Sherwood Mills Subdivision. This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and some of the names refused because of confusion with similar street names and the number of names starting with "Mill, New, and West."

RECOMMENDATION:

That the following names be approved as street names for the Sherwood Mills Subdivision (T-86083, located north of Eglinton Avenue West and east of Creditview Road):

Buttermilk	North Mill
East Mill	Sherwood Mills
Grist Mill	Silverwater Mill
Timber Mill	

T-86083
F.02.07

RECOMMEND ADOPTION

14. Report dated July 5, 1988, from the Commissioner of Public Works regarding the following proposed street names for N. M. Davis Subdivision:

Superior
Tradition

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and both street names were approved.

RECOMMENDATION:

That the names "Superior" and "Tradition" be approved as street names for the N. M. Davis Subdivision (T-87066 - located west of Kennedy Road and south of Derry Road East).

T-87066
F.02.07

RECOMMEND ADOPTION

15. Report dated July 5, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Rathkeale Subdivision:

Cherry
Beauty Bush
Weeping Willow
Weeping Cherry

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and the name "Cherry" was not approved because a street with this name already exists in the Town of Caledon.

RECOMMENDATION:

That the following names be approved as street names for the Rathkeale Subdivision (T-87021 - located east of Creditview Road and south of Eglinton Avenue West):

Beauty Bush
Weeping Willow
Weeping Cherry

T-87021
F.02.07

RECOMMEND ADOPTION

16. Report dated July 14, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Cantay Holdings Ltd. Subdivision:

Auburn

Pendant

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of July 6, 1988 and the name "Pendant" approved. The name "Auburn" was not approved because of a similar street name existing in the Region of Peel.

RECOMMENDATION:

That the name "Pendant" be approved as a street name for the Cantay Holdings Inc. Subdivision (T-87081 - located east of Hurontario Street and north of Highway No. 401).

T-87081
F.02.07

RECOMMEND ADOPTION

17. Report dated July 14, 1988, from the Commissioner of Public Works regarding the proposed street names for the Marwood Properties Subdivision.

Bormark
Maxco
Transmark

Jaymax
Topaz

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of July 6, 1988 and some of the names were not approved because of similar street names already existing in the Region of Peel.

RECOMMENDATION:

That the following names be approved as street names for the Marwood Properties Subdivision (T-86031 - located south of Derry Road East and east of Kennedy Road):

Bormark
Topaz (without the suffix "Way")
Transmark

T-87081
F.02.07

RECOMMEND ADOPTION

18. Report dated July 14, 1988, from the Commissioner of Public Works regarding the following proposed street names for the River Grove Development Corporation Subdivision:

Anasgrove	Prosper	Barnswallow
Razorbill	Blueheron	Red Oak
Bluewing	Remington	Chicopee
Silverswan	Condor	Tanglewood
Crane	Tern	Greenfinch
Wesson	Hurst	Westoak
Liberty	Wheatland	Lilac
Whitehorn	Loonlake	Whitetail
Magpie	Winchester	Midgreen
Woodstar	Newhatch	

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of July 6, 1988 and some of the names were not approved because of confusion with similar street names or spelling and pronunciation difficulties.

RECOMMENDATION:

That the following names be approved as street names for the River Grove Development Corporation Subdivision (T-86087 - located north of Eglinton Avenue West and west of Second Line West):

Barnswallow	Prosper
Blueheron	Razorbill
Condor	Remington
Hurst	Wesson
Loonlake	Wheatland
Midgreen	Whitehorn

T-86087
F.02.07

RECOMMEND ADOPTION

19. Report dated July 22, 1988, from the Director of Business Development regarding changing the name of "Tanjo Court" to "Howe Court."

Runnymede Development Corporation and the City as part of the 1988 Mississauga Business Show offered as a draw prize the opportunity to name a street in a new business park.

The submission has been reviewed by the Peel Street Names Committee and approved for use in the Runnymede Industrial Development.

RECOMMENDATION:

That the street name of Tanjo Court be changed to Howe Court in the Runnymede Industrial Park (T-86081 - Winston Churchill Boulevard and Highway 401).

T-86081
F.02.10.01

RECOMMEND ADOPTION

20. Report dated July 26, 1988, from the Commissioner of Public Works regarding Consulting Assignments for the Planning and Design of Various Road Projects.

The 1988 Capital Budget and Forecast includes a number of road construction projects whose planning and design should be proceeded with at this time. The following projects fall into this category:

Matheson Boulevard/Renforth Drive Grade Separation

Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue

Widening of Hurontario Street from Highway 401 to the north City limits

Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street

A brief review of staff workload indicates that the above five projects cannot be carried out by existing staff without serious and unacceptable delays to other on-going work. As a result, consultants should be engaged to carry out the necessary work.

RECOMMENDATION:

- (a) That the budget for the planning and design of the following road construction projects be approved and proposals from Consulting Engineering firms be requested for the planning and design assignments as follows:

Matheson Boulevard/Renforth Drive Grade Separation	\$225,000
Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427	200,000
Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue	150,000
Widening of Hurontario Street from Highway 401 to the north City limits	75,000
The Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street	<u>150,000</u>
TOTAL	\$800,000

- (b) That the amount of \$800,000 be allocated from the unallocated balance of the New John Doe Roads account within the General Municipal Development Reserve Fund and that the necessary by-law to transfer these funds be enacted, and

J.05.88000

RECOMMEND ADOPTION

21. Report dated July 26, 1988, from the Commissioner of Public Works regarding the Hurontario Street/Rathburn Road Interchange facility.

The program to provide for an interchange facility at Hurontario Street - Rathburn Road was approved in the 1988 Capital Budget at a gross cost of \$2.4 million dollars. The cost was set on the basis of a previous transportation study carried out for the area.

This project was to include the construction of ramps at the north west, south west and south east quadrants of the site and the associated culvert extension at the Cooksville Creek.

Totten Sims & Hubicki Ltd. was the engineering consultant selected to prepare the planning and design of the project to the stage of contract tender sale. During the design preparation, a number of options were reviewed and the adopted design was greatly expanded from that initially contemplated.

The interchange project as presently designed is essential to accommodating traffic volumes which are anticipated within the City Centre Core area.

The additional funding requirement of \$1.9 million could be met as follows:

- Deferral of the reconstruction of Kennedy Road from Eglinton Avenue to Matheson Boulevard (City and Subsidy funds) - \$1.3 million
- Developer contribution to cover the cost of the storm sewer required to service the previous City Hall site - \$0.3 million
- Capital Contingency allocation - \$0.3 million

Alternatively, the program for the Hurontario Street - Rathburn Road Interchange project could be phased into two separate undertakings. Phase I would be undertaken in 1988 at an estimated gross cost of \$2.4 million and would include all works north of Rathburn Road. Phase II would include the balance of the interchange works and would be identified in the 1989 Capital Program at a gross cost of \$1.9 million.

Due to the high priority which has been assigned to the Hurontario Street - Rathburn Road Interchange project, the entire project should be tendered in 1988 and the budget provision for the project should be adjusted accordingly.

RECOMMENDATION:

- (a) That the entire Hurontario Street - Rathburn Road Interchange program be approved for tender sale in 1988.
- (b) That the budget for the Hurontario Street - Rathburn Road Interchange facility be revised as follows:

	(\$'000)
Gross Cost	4,300
Subsidy	740
Contribution	300
Net City Cost	3,260

- (c) That \$300,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the Hurontario Street - Rathburn Road Interchange program and that the by-law necessary to transfer these funds be enacted.
- (d) That the 1988 approved Capital Works project on Kennedy Road from Eglinton Avenue to Matheson Boulevard be deferred for consideration in the 1989 Budget.
- (e) That \$1,040,000 in City funding approved for the reconstruction of Kennedy Road from Eglinton Avenue to Matheson Boulevard be returned to the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund and that the by-law necessary to transfer these funds be enacted.
- (f) That \$1,040,000 be transferred from the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund to the Hurontario Street - Rathburn Road Interchange facility (17 111 88113) and that the by-law necessary to transfer these funds be enacted.

J.05.88010

RECOMMEND ADOPTION

22

Report dated June 13, 1988, from the Commissioner of Public Works in response to a number of inquiries made by residents of the Netherbrae Road area with respect to the apparent need for extended on-street parking as well as parking prohibitions within this neighbourhood of the Malton community.

- (a) Mr. Richard Young, 7030 Netherbrae Road, presented a petition to City Council on May 24, 1988, requesting twelve (12) hour parking on Netherbrae Road.
- (b) Mr. Jerry Colarusso of 7033 Netherbrae Road, Unit 9, contacted Councillor McKechnie in April, 1988 requesting on-street extended parking on Netherbrae Road due to on-site parking shortages at his condominium residence. Mr. Colarusso is on the Board of Directors of the condominium association.

- (c) Mrs. Lorie Gillespie, 7030 Netherbrae Road, submitted a petition to Councillor McKechnie requesting on-street extended parking in September 1987.
- (d) Mrs J. Ivanshyn of 6931 Darcel Avenue contacted Councillor McKechnie in September of 1987 requesting a one side parking prohibition on Rexwood Road due to overnight parking.

Public Works staff have monitored this area during the previous months and have been in contact with Councillor McKechnie in this regard. Parking Control staff have been contacted by residents on a number of occasions with respect to parking complaints and have issued parking tickets when necessary.

Although there is evidence of a need for additional parking space for a number of residents in the condominium developments at 7030 and 7033 Netherbrae Road, permitting extended on-street parking on this roadway would create problems for those residents fronting this street. Further, to ensure an adequate level of safety and to reduce the on-going damage to the shoulders and ditches of Rexwood Road, parking should be prohibited at anytime on both sides of this roadway.

RECOMMENDATION:

- (a) That extended twelve (12) hour parking not be implemented on Netherbrae Road as the placement of the driveways does not provide adequate area for the safe parking of vehicles.
- (b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

Mr. Richard Young, 7030 Netherbrae Road will appear before the Committee regarding this matter.

F.06.04.02

23. Report dated April 29, 1988, from the Commissioner of Public Works regarding long term on street parking on Lenester Drive. This report was considered by the Committee on May 11, 1988, and was referred to the Area Representative, Councillor D. Culham, for further review.

Councillor Culham advises that he has reviewed the recommendation and spoken to the residents in the area.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement the following:

- (a) permit long term (12 hour maximum) on street parking on the north side of Lenester Drive, 15 metres east of Lindenlea Drive to a point 50 metres easterly thereof;
- (b) provide a "no parking anytime" prohibition on the south side of Lenester Drive between Lindenlea Drive and a point 101 metres easterly thereof.

F.06.04.02

DIRECTION REQUIRED

24. Report dated June 16, 1988, from the Commissioner of Public Works regarding the Traffic Signal Timing Optimization Project - Phase I.

The firm of Delcan Consulting Engineers was retained in November 1987 for the purpose of updating traffic signal timing plans to improve the progression on the City's arterial roads and thereby assist the motorists within the City. The first phase of this project was completed by March 31, 1988 and was subsidized at a 50% level by the Ministry of Transportation Ontario.

This project has been extended to Phase II, retaining the services of Delcan, again with a 50% subsidy allocation from Ministry of Transportation Ontario. This phase is to be completed by December 31, 1988.

The development of new signal timing plans for the central traffic signal control system is necessary for improving the level of service on the arterial roadway system.

RECOMMENDATION:

That the report dated June 16, 1988, from the Commissioner of Public Works regarding the traffic signal timing optimization project Phase I be received.

J.05.88043

A.02.03.02.07

RECOMMEND ADOPTION

25. Report dated June 27, 1988, from the Commissioner of Public Works regarding a proposed All-way Stop at Loyalist Drive/Huxley Drive.

The Public Works Department had conducted studies at the subject intersection in September 1987. Results indicated that an all-way stop was technically warranted, however, observations by Public Works personnel did not confirm this.

The intersection was again reviewed in May 1988 and once again all-way stop warrants were satisfied. Traffic volumes in this area are quite acceptable and delays to the side street (Huxley Drive) traffic are minimal. An all-way stop could therefore have a negative impact on traffic flow by imposing additional delays to vehicles travelling on Loyalist Drive the through roadway.

During the studies, a number of residents commented on installing an all-way stop to control the perceived speeding on Loyalist Drive. However, this Department does not recommend that stop signs be erected for this purpose. Further, radar speed studies have indicated that there is not a serious speeding problem at this location.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to provide for an all-way stop at the intersection of Loyalist Drive and Huxley Drive.

F.06.04.05

RECOMMEND ADOPTION

26. Report dated July 18, 1988, from the Commissioner of Public Works regarding a request for an All-way Stop at South Millway/Fifth Line West.

In response to this request, manual turning movement counts were conducted at this location on May 31, 1988 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak hours. Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is technically warranted at this location.

Only four collisions that would be considered correctable by the installation of an all-way stop, have occurred at this location since 1979. Further, radar speed studies indicated that there is no serious speeding problem.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement an all-way stop at the intersection of South Millway and Fifth Line West.

F.06.04.05

RECOMMEND ADOPTION

27. Report dated July 25, 1988, from the City Clerk regarding the proposed closure of part of Mississauga Road at the north-east corner of Featherstone Drive.

All of Lot 46 on Registrars Compiled Plan 1003, a designated 8.28 m (27 ft.) widening of Mississauga Road was acquired gratuitously as a condition of land severance in January 1968 by the then County of Peel and established as a road allowance by County By-law # 2328.

Jurisdiction over part of Mississauga Road wherein is located the 8.28 m (27 ft.) widening described as Lot 46 on Registrars Compiled Plan 1003 was transferred to the City by the Regional Municipality of Peel in 1979 by authorizing By-law 151-79. The right-of-way width of Mississauga Road has been changed by the City's Official Plan from a designated 3.0 m (100 ft.) Regional Road to a 26 m. (86 ft.) municipal highway resulting in a surplus portion of widening having a width of approximately 3.81 m (approx. 12.5 ft.) by approximately 61 m (200 ft.).

Pursuant to Condition 4 of Land Division Committee Application "B" 64/88-M the surplus road municipal widening is to be incorporated in the processing of the Application which will result in the creation of two detached building lots fronting on Mississauga Road, each having a frontage of approximately 30.48 m (100 ft.) by a depth of 38.05 (125 ft.).

In keeping with City Policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures of stopping up part of Mississauga Road comprised of part of Lot 46 on Registrars Compiled Plan 1003 and that the stopped up part of Mississauga Road be conveyed to the adjoining owners provided that the City is reimbursed all costs incurred as a result of the closure and conveyance of the road.

A.02.04.05.01

RECOMMEND ADOPTION

28. Letter dated July 18, 1988, from Mr. P.J. Coghill, Senior Operations, Ministry of Transportation, in response to the City's request for improved signing at the Highway 427 and Dundas Street Interchange. Mr. Coghill advises that the Ministry does not provide directional signing to municipalities and that motorists will utilize an official Ontario Road Map.

F.02.07

RECOMMEND RECEIPT

29. Report 6-88 of the Public Vehicle Authority meeting held on July 12, 1988.

A.03.04.01

RECOMMEND ADOPTION



Corporate Report

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OPERATIONS/WORKS. AUG 3 1988

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DATE: July 28, 1988
TO: Chairman and Members of Operations and Works Committee
FROM: William P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: Mandatory Curbside Recycling

ORIGIN: Councillor Culham's memorandum of January 7, 1988
Request for Report No. 25-88

BACKGROUND: As requested by Councillor Culham, City staff has contacted Ernie Handeman's office, Deputy Mayor of Southwest Oxford, and Patricia Moore of New Hampshire. In addition, Gerald Kroll of the Village of New Hampshire in New York State and Duncan Bury of the City of Ottawa were also contacted.

COMMENTS: It was found that the first three municipalities contacted were small village and rural communities serving 8,500, 9,000 and 10,500 persons respectively at curbside. The New Hampshire operation requires all residents and commercial users to bring waste and recyclables to the landfill site where a manned drop-off centre is operated for all types of materials.

New Hampshire advised that they do have difficulty marketing some of the materials collected and consequently must stockpile these on site. It was reported that this is a very expensive operation; however, statistics are not available at this time.

The percentage of materials recycled by weight varies from 15% to 45% in the three village programs investigated.

The City of Ottawa has recycling as a component of its garbage by-law but does not enforce recycling and is not considering doing so in the near future. The recycling rate is about 11% and Ottawa staff advise that this is obtained totally by voluntary public participation with no additional advertising or publicity campaigns being put on by the contractor or by the City.

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1(a)

Operations and Works Committee

- 2 -

July 28, 1988

It is staff's opinion that a mandatory recycling by-law could be effective here at a future date in order to implement a wet/dry collection system as part of composting.

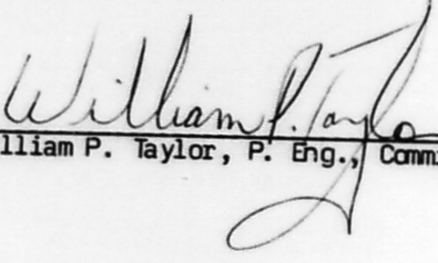
CONCLUSION:

We are reviewing with the Region the feasibility of a wet/dry collection program in conjunction with a substantial composting program operated by the Region. We are also investigating the available markets on a long-term basis which would make the recycling of mixed plastics and PET containers feasible.

In order to implement the foregoing we should consider the necessity of passing a mandatory recycling by-law.

RECOMMENDATION:

That the City of Mississauga consider the need for mandatory recycling in conjunction with an expanded recycling program.


William P. Taylor, P. Eng., Commissioner of Public Works

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Corporate Report

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AUG 3 1988
OPERATIONS/WORKS

DATE: July 14, 1988
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner, Public Works
SUBJECT: Bingo Lottery Licensing

ORIGIN: Public Works Department

BACKGROUND: On November 12, 1987, City Council by Resolution 514-87 adopted the recommendation that in part states:

- (a) That Bingo Lottery Licenses be issued to the following organizations to conduct Bingo Lottery events at Bingo City, 60 Dundas Street East, on the dates and at the times as outlined below for a six (6) month trial period commencing November 26, 1988. (organizations were listed on original report)
- (b) That the renewal of any of the Bingo Licenses in (a) above be subject to a review at the expiration of a five (5) month period to ensure that the administrative costs and profit percentages are in line with the percentages established in the terms and conditions under which a Bingo Lottery License is issued and that a further report be prepared to the Operations and Works Committee prior to expiry of the Bingo Licenses.

Due to the delay in the Hall being approved for occupancy, Bingo events did not commence until January 21, 1988.

PRESENT STATUS: The Licensing Section of the Public Works Department is in receipt of applications for renewals of the Lottery Licenses for the organizations that conduct Bingo events at the Bingo City Hall at 60 Dundas Street East, Mississauga.

COMMENTS: The Licensing staff have reviewed the administrative costs and profit percentages with respect to the Provincial guidelines established in the terms and conditions under which a Bingo Lottery License is issued.

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Page 2...

TO: Chairman and Members of Operations and Works Committee
July 14, 1988

The figures provided by the licensed organizations were evaluated and used to place the respective organizations into two categories, referred to as List "A" and "B".

The organizations listed in "A" meet the established guidelines and are being recommended for the renewal of their Bingo Lottery Licenses.

The organizations listed in "B" have failed to consistently meet all the requirements and are being recommended for a conditional renewal of their Bingo Licenses, provided that they improve their averaging over a conditional period. Any future renewals should be dependant upon the organizations meeting the requirements for profit and costs set out in the Provincial guidelines.

The establishment of list "B" is an attempt to recognize the difficulties associated with starting up Bingo events in a new Hall with a large number of inexperienced organizations.

With the limited number of events operated by many of the licensees, a strict application of the Provincial guidelines would have resulted in some license renewals being recommended for refusal. Such refusals would have created a burden that might well have caused the failure of the Bingo Hall itself, at which time even the successful organizations would lose their opportunities for fund raising through Bingo events.

While the success or failure of the Bingo Hall is not the concern, it is felt that a number of the licensees have had improving trends that might well be masked by a simple averaging of a small number of events. It should be noted that the problem of meeting the Provincial guidelines may not be the fault of the organization, but may be caused by the time slot allocated to them.

CONCLUSION:

It is concluded that the organizations in List "A", attached, meet the established guidelines on administrative cost and profit percentages. The organizations in List "B", attached, have not consistently met the established guidelines on administrative cost and profit percentages but are showing a trend of improving the percentages to an acceptable level.

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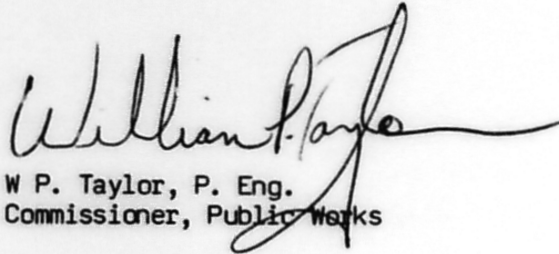
Page 3...

TO: Chairman and Members of Operations & Works Committee
July 14, 1988

2(b)

RECOMMENDATION:

- (a) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "A" attached to conduct Bingo Lottery events at Bingo City, 60 Dundas St. E. on the days and times indicated.
- (b) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "B" attached to conduct Bingo Lottery events at Bingo City, 60 Dundas St. E. on the days and times indicated for an additional (6) month trial period on the condition that the organizations improve the administrative cost and profit percentages to meet Provincial guidelines within such trial period.


W P. Taylor, P. Eng.
Commissioner, Public Works

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LIST "A"

ORGANIZATION	FREQUENCY	EVENT	AVE. % AFTER 5 MONTHS		% OF LAST EVENT REPORTED	
			*PROFIT	**ADMINISTRATION	*PROFIT	**ADMINISTRATION
Mississauga Reps Hockey Club	4th Sunday	Evening	30.6%	16.0%	29.2%	14.2%
Credit Valley Civitan Club	2nd & 4th Tuesday	Evening	20%	15/1%	14.5%	14.3%
Kiwanis Club of Mississauga South	1st & 3rd Tuesday	Evening	26.5%	15.4%	27.5%	14.7%
Mississauga Braves Hockey	1st & 3rd Wednesday	Evening	27.8%	14.8%	25.9%	13.7%
Alpha Epsilon Service Club	2nd Wednesday	Evening	27.6%	15%	25.7%	14.4%
Mississauga Amateur Wrestling	4th Wednesday	Evening	24.5%	15.7%	25.2%	15.4%
Mississauga North Stars	2nd & 4th Friday	Evening	36.4%	16.8%	25.7%	17.4%
Western Ontario Division (CCA)	1st & 3rd Friday	Evening	30.1%	15.9%	29.5%	14.8%
Western Ontario Division (CCA)	1st Friday	Late Night	20.6%	15.3%	32.4%	14.7%
Mississauga Braves Hockey	4th Friday	Late Night	29.8%	13.9%	22.2%	13.5%
Mississauga Black Hawks	3rd Saturday	Late Night	26.2%	15.9%	19.6%	15.0%
Mississauga Lions Club, Zone 6	4th Saturday	Late Night	23.9%	15.8%	19.9%	14.2%
Mississauga North Stars	1st Saturday	Late Night	23.1%	16.0%	13.6%	14.8%

* Should be 20% minimum

** Should be 15% maximum

LIST "B"

ORGANIZATION	FREQUENCY	EVENT	AVE. % AFTER 5 MONTHS		% OF LAST EVENT REPORTED	
			*PROFIT	**ADMINISTRATION	*PROFIT	**ADMINISTRATION
Mississauga Black Hawks	1st Sun. & 1st Sat.	Evening	31.9%	17.9%	25.3%	15.6%
Kinsmen Club of Mississauga	3rd Sunday	Evening	39.1%	16.3%	35.5%	13.5%
Hospice of Peel	2nd Sunday	Evening	34.3%	17.1%	27.4%	14.7%
Mississauga Hospital Multicultural	2nd & 4th Monday	Evening	8.1%	17.7%	13.5%	16.2%
Erin Mills Little League Baseball	1st & 3rd Monday	Evening	10.5%	14.3%	16.3%	14.0%
Mississauga Jets Hockey	1st Thurs. & 2nd Sat.	Evening	36.1%	17.7%	34.2%	15.5%
Don Rowing Club	4th Thursday	Evening	15.7%	12.4%	26.9%	13.6%
Mississauga Skating Club	2nd Thursday	Evening	33.2%	16.5%	28.9%	16.2%
Canadian Spectrum	3rd Thursday	Evening	24.9%	17.0%	16.1%	17.1%
Royal Canadian Legion	1st Thursday	Evening	14.6%	11.0%	16.7%	7.9%
Mississauga Jets Hockey	3rd Sunday	Late Night	16.0%	13.6%	22.3%	13.0%
Mississauga Amateur Wrestling	2nd Sunday	Late Night	15.0%	12.7%	25.3%	13.4%
Streetsville/Meadowvale Skating	4th Sunday	Late Night	17.5%	14.6%	7.2%	15.4%
Community Living	3rd Wednesday	Late Night	15.1%	10.3%	18.9%	10.9%
Mississauga Girls Hockey Club	1st Wednesday	Late Night	9.6%	10.5%	12.8%	9.5%
Mississauga Reps Hockey	2nd Wednesday	Late Night	9.8%	12.3%	14.6%	13.1%
Don Rowing Club	4th Thursday	Late Night	13.3%	11.8%	19.6%	11.7%
Mississauga Skating Club	4th Thursday	Late Night	10.7%	13.2%	7.0%	13.5%

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LIST "B" - con't

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ORGANIZATION	FREQUENCY	EVENT	AVE. % after 5 MONTHS		% OF LAST EVENT REPORTED	
			*PROFIT	**ADMINISTRATION	*PROFIT	**ADMINISTRATION
Canadian Spectrum	2nd Friday	Late Night	20.0%	17.7%	21.9%	15.7%
Mississauga Multicultural Group	2nd Saturday	Late Night	29.0%	17.4%	May 30-last report	
Community Living	1st Sunday	Matinee	17.9%	15.6%	18.9%	10.9%
Zonta Club	4th Sunday	Matinee	20.3%	21.9%	34.4%	12.5%
Meadowvale Minor Hockey	2nd Sunday	Matinee	16.1%	16.5%	16.6%	12.2%
Peel Literacy Guild	3rd Sun. & 4th Sat.	Matinee	13.2%	16.6%	13.3%	10.4%
Streetsville/Meadowvale Skating	1st Saturday	Matinee	8.0%	16.9%	19.1%	13.0%
Mississauga Girls Hockey	3rd Saturday	Matinee	7.5%	15.6%	9.6%	9.3%

* Should be 20% Minimum

** Should be 15% Maximum



Corporate Report

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JUL 26 1988

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OPERATIONS WORKS

AUG 3 1988

DATE: July 15, 1988
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor
SUBJECT: Bingo Lottery Licensing

ORIGIN: Public Works Department

COMMENTS: Applications for Municipal Bingo licenses to operate bingo events at the Delta Bingo Hall, 1250 South Service Road, on certain days have been received from the following organizations:
Mississauga Choral Society
Mississauga Junior Lacrosse
Knights of Columbus Council 9612
Knights of Columbus Council 8668

The applicant organizations are based in Mississauga and are eligible for licenses to raise funds through lottery operations.

CONCLUSION: It has been concluded that the applicant organizations meet the requirements established for the issuance of Bingo Lottery Licenses.

RECOMMENDATION: That the Bingo Lottery License applications be approved for the following charitable organizations to conduct Bingo Lottery events at the Delta Bingo Hall, 1250 South Service Road for the remainder of 1988 on the days and times as outlined below:

ORGANIZATION

FREQUENCY

EVENT

Mississauga Choral Society
Box 411, Port Credit Post Office
Mississauga, Ontario

Every Sunday

Matinee
1:00p.m. to 4:30p.m

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ORGANIZATION

FREQUENCY

EVENT

Mississauga Junior Lacrosse
1073 West Avenue
Mississauga, Ontario

2nd, 4th & 5th
Sunday each month

Late night
10:30p.m. to 1:15a.m.

Knights of Columbus Council 9612
4260 Cawthra Rd.
Mississauga, Ontario

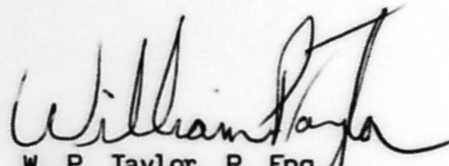
1st & 3rd Sunday
each month

Late night
10:30p.m. to 1:15a.m.

Knights of Columbus Council 8668
Our Lady of Peace
2473 Thornlodge Drive
Mississauga, Ontario

2nd Saturday
each month

Late night
10:30p.m. to 1:15a.m.


W. P. Taylor, P. Eng.
Commissioner, Public Works

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OPERATIONS/WORKS. ~~AUG 3 1988~~

DATE: June 28, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Application for a Certificate of Approval for a Waste Disposal Site (Transfer) by Eaglebrook Environmental Corporation

ORIGIN: Public Works Department

BACKGROUND:

The Operations and Works Committee at its meeting on January 27, 1988, considered the application by Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) and recommended that a hearing be held on this application.

However, Council, at its meeting on February 8, 1988, amended the motion as follows.

OW-23-88 That the following recommendation be deferred until the Region of Peel has dealt with the matter:

That the Ministry of the Environment be requested to hold a hearing on the application submitted by the Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 2650 Royal Windsor Drive, Mississauga and that the Region of Peel be so advised.

This application was reviewed by Regional Council on February 11, 1988, at which time a site inspection was requested in order to answer any questions that the Ward Councillor may have had. The site inspection was conducted on February 26, 1988. On March 10, 1988, Regional Council addressed the application by Eaglebrook and the following resolution was passed.

H(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

June 28, 1988

OW-88-162 That the Report regarding the Application for a Waste Transfer Station by Eaglebrook Environmental Corporation be received;

And further, that Mr. George Nelson, Ministry of the Environment, Oakville Office, be advised that a Public Hearing concerning Eaglebrook Environmental Corporation is not required;

And further, that the City of Mississauga and Eaglebrook Corporation be sent a copy of the report.

Copies of the Report to Regional Council, the Report to Mississauga Council and the minutes of the Mississauga Council Meeting of January 27, 1988, are attached.

COMMENTS:

Further to our report dated January 14, 1988, it should be noted that the Ontario Steel Mills alone do not produce enough waste hydrochloric acid (ferrous chloride) to meet the needs of our Water Pollution Control Plants and, therefore, some of the material is shipped from steel plants in and around Detroit, Michigan.

The ferrous chloride that will be shipped to and stored at this site does not react or fume when transferred, so that it will not present any type of odour problem.

CONCLUSIONS:

The Region of Peel has dealt with the application by Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) and passed a resolution stating that the Region does not require the Ministry of the Environment hold a public hearing on this application.

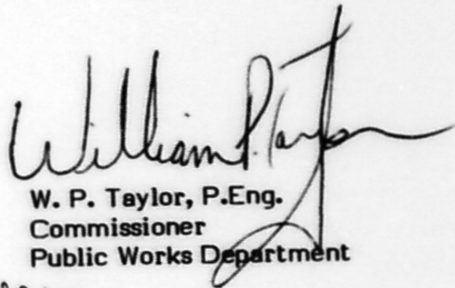
June 28, 1988

4(b)

RECOMMENDATION:

That the Report to the Chairman and Members of the Operations and Works Council dated January 14, 1988, concerning the Application for a Certificate of Approval for a Waste Disposal Site (Transfer) by the Eaglebrook Environmental Corporation be received, and,

That the Ministry of the Environment be informed that the City of Mississauga does not request a hearing on the application submitted by the Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 2650 Royal Windsor Drive, Mississauga.


W. P. Taylor, P.Eng.
Commissioner
Public Works Department


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Region of Peel
H (A)

RESOLUTION 88-162
PASSED BY REGIONAL COUNCIL
MARCH 10, 1988

That the Report regarding the Application for a Waste Transfer Station by Eaglebrook Environmental Corporation be received;

And further, that Mr. George Nelson, Ministry of the Environment, Oakville Office, be advised that a Public Hearing concerning Eaglebrook Environmental Corporation is not required;

And further, that the City of Mississauga and Eaglebrook Environmental Corporation be sent a copy of the report.

January 19, 1988.

File # GA-A-E

WC-G

WC-C-P

Chairman and Members of Council
Regional Municipality of Peel

**SUBJECT: Certificate of Approval for a Liquid Industrial
Waste Transfer Station for Eaglebrook Environmental
Corporation, 2650 Royal Windsor Drive, Mississauga**

The Oakville District Office of the Ministry of the Environment has requested that Council comment on the need for a Public Hearing concerning an application by Eaglebrook Environmental Corporation for a Waste Transfer Station in Mississauga.

A Technical Committee meeting comprised of staff from the Region's Health Department, Waste Management Division, and the City of Mississauga Fire Department was held on January 14, 1988, to discuss the impact of the proposal. The Committee concluded that a Public Hearing is not required.

The proponent supplies ferrous chloride, a coagulant used to remove phosphate in Sewage Treatment Plants located in Toronto and Mississauga. Ferrous chloride is generated by steel companies and is essentially waste hydrochloric acid saturated with iron. The waste pickle liquor is picked up by Eaglebrook tankers and delivered directly to the Sewage Treatment Plants. In fact, this waste ferrous chloride is used as a raw material in the sewage treatment process.

The company proposes to install six tanks with a total capacity of 436 cubic metres (96,000 I.G.) to allow fewer scheduling problems. At the present time, deliveries from as far away as Michigan are made directly to the plants and must be scheduled during normal operating hours. If a tanker is delayed, it is unable to unload at the Treatment Plants. Also the transfer station will allow emergency storage that does not exist at the present time.

The transfer station proposed has incorporated appropriate containment facilities (dikes) and loading/unloading systems to retain all spills. Only Eaglebrook tankers will use the

467
Chairman and
Members of Council

- 2 -

12x-5
January 19, 1988.

system and there are no emissions from the site. A complete soil investigation will also be performed by Consulting Engineers to ensure that the underlying strata will support the expected loads. All Eaglebrook tanker drivers have been trained at special courses for the handling of liquid wastes. These courses are a requirement of the company's systems certificate (shipping licence) and are conducted by the Ontario Trucking Associations.

The Technical Committee have concluded that there will be limited impact from the operation of the site and will in fact be beneficial to the operation of the Sewage Treatment Plants in the area.

IT IS THEREFORE RECOMMENDED THAT:

- 1) The Report regarding the Application for a Waste Transfer Station by Eaglebrook Environmental Corporation be received, and further that
- 2) Mr. George Nelson, Ministry of the Environment, Oakville Office, be advised that a Public Hearing concerning Eaglebrook Environmental Corporation is not required, and further that
- 3) The City of Mississauga and Eaglebrook Environmental Corporation be sent a copy of the report.

D. J. Markle, P. Eng.,
Commissioner of Public Works.

c.c. L. E. Button

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Corporate Report

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447

DATE: January 14, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Application for a Certificate of Approval for a Waste Disposal Site (Transfer) by Eaglebrook Environmental Corporation

ORIGIN: Public Works Department

BACKGROUND: The Eaglebrook Environmental Corporation has applied to the Oakville District Office of the Ministry of the Environment for certification of a waste transfer station to be located at 2650 Royal Windsor Drive, Mississauga.

The Ministry of the Environment has discretion under Part V, Section 32(1)(b) of the Environmental Protection Act, R.S.O. 1980, to hold a hearing on applications of this type. The Ministry has requested comments from the City, by resolution of Council, as to whether or not the City desires a hearing to be held.

COMMENTS:

The Eaglebrook Environmental Corporation has proposed to construct a liquid storage tank facility at 2650 Royal Windsor Drive, Mississauga. This site is owned by Febau Canada Limited, leased by Aurora Leasing and Rentals Limited, and subleased by the Eaglebrook Environmental Corporation.

The purpose of the facility is to store hazardous waste for the interim period between collection and treatment. The waste consists of inorganic iron salts in a water solution. It is produced during the process of steel pickling at the following sources:

- Nelson Steel - Ontario
- Stelco - Ontario
- Dofasco - Ontario
- Laurel Steel - Ontario
- Great Lakes - Detroit, Michigan
- Voss Steel - Detroit, Michigan
- Lantz Steel - Detroit, Michigan

The liquid would be picked up from the above sources by tank trailer and delivered to the storage facility. It is expected that three tank trailers will make deliveries each day.

From the storage facility, the liquid would be taken to one of the following end-users:

Diversey Environmental Facility - Mississauga
Lakeview Sewage Treatment Plant - Mississauga
Clarkson Sewage Treatment Plant - Mississauga
Metro Toronto Sewage Treatment Plant - Toronto

The liquid would be delivered to the above by tank trailer at an anticipated rate of three trailers per day. The trailers often must wait significant lengths of time at the sewage treatment plants before being permitted to unload due to the fluctuating capacity of these plants. The proposed storage facility will alleviate this situation.

The design for the proposed storage facility has incorporated a dyke surrounding the storage tanks and a sloping platform for truck hook-ups, so that in the event of a spill or tank overflow the liquid will be contained within the dyked area and easily cleaned up.

The proposed facility complies with the zoning restrictions for the area.

CONCLUSIONS:

The facility proposed by the Eaglebrook Environmental Corporation is intended for storage of hazardous waste produced during the steel pickling process at various steel plants in Ontario and Michigan. The need for a hearing on this application is not apparent as the facility complies with the zoning restrictions for the area and the applicant has made provisions for the containment of possible spills on the site.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga does not request a hearing on the application submitted by the Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 2650 Royal Windsor Drive, Mississauga.

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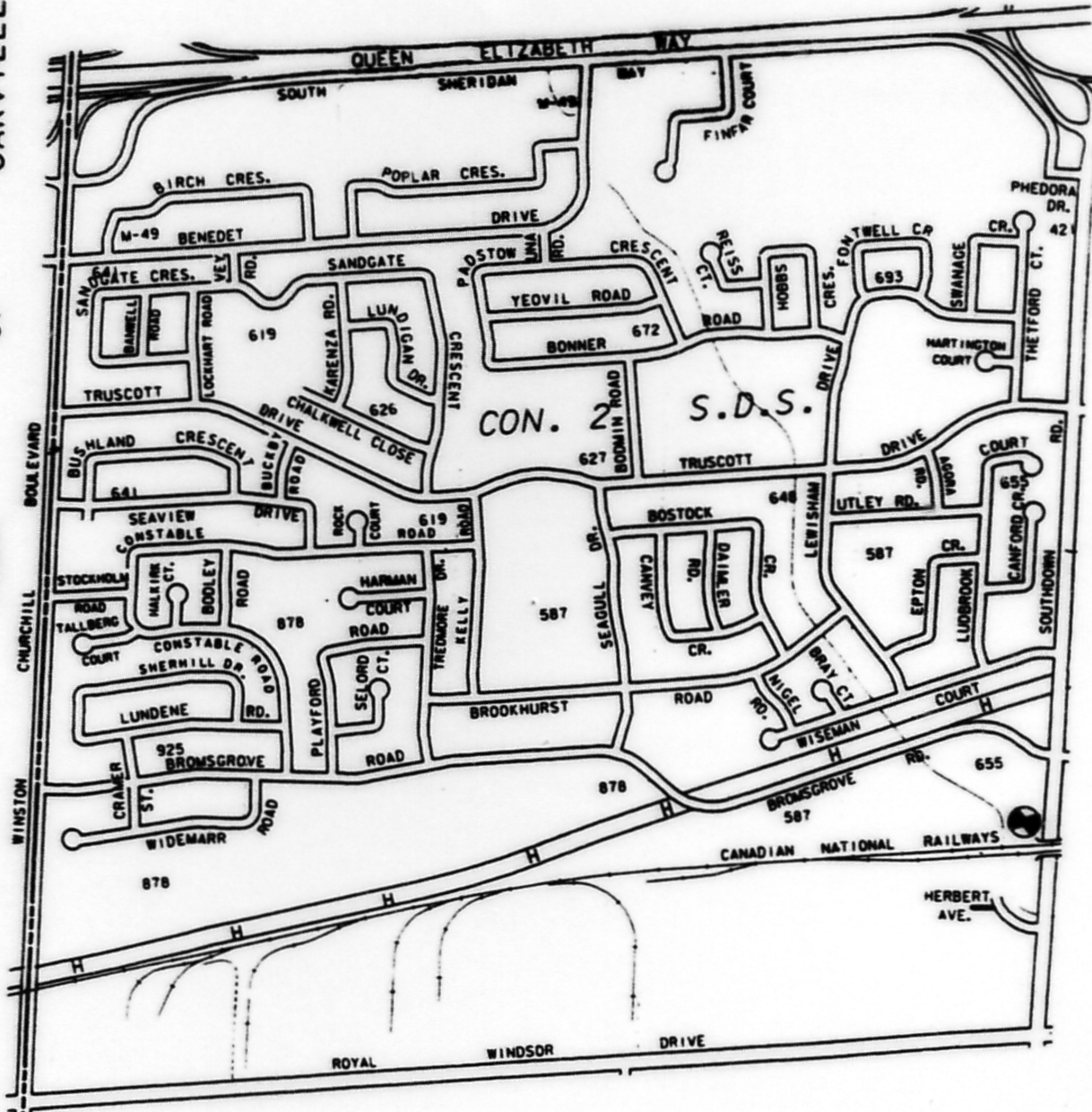
W. P. Taylor, P.Eng.
Commissioner
Public Works Department

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7(h)

TOWN OF OAKVILLE



Z-10

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Corporate Report

OPERATIONS/WORKS. **AUG 3 1988**

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Clerk's Files **J.O.S. 88038**

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DATE: July 21, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Cooksville Creek - Flood Erosion Control Project -
Paisley Boulevard to King Street

ORIGIN: Public Works Department.

BACKGROUND: The C.V.C.A. proposes to undertake flood protection works on the Cooksville Creek immediately north of Paisley Boulevard in 1988 in order to provide 100 year flood protection to buildings in the Paisley Boulevard area.

As a result of negotiations for land with the affected owners along the Creek, the C.V.C.A. has advised the City that a landowner, Mr. J. Humeniuk, who represents some six properties, wishes the works to be extended 244 metres upstream to include erosion protection works through his lands on an alignment following the rear of his properties. This alignment would abut and become part of the Cooksville Park.

COMMENTS: Funding of \$225,000 is approved in the 1988 Capital Budget to provide for the construction of an erosion control channel on Cooksville Creek from 160 metres north of Paisley Boulevard to King Street. The proposed channel would accommodate a 25 year storm. This project work is dependant on the gratuitous dedication of the lands necessary to construct the channel.

The channelization would not remove the adjacent park or abutting lands from the floodplain. These lands would continue to be subject to flooding during a once in 25 year storm unless the channel was enlarged. This additional widening is not considered to be a priority for funding by the C.V.C.A. since no existing structures or buildings would be subject to flooding.

July 21, 1988

5(a)

Mr. Humeniuk, a property owner affected by the proposed project, has requested that the erosion control be aligned along the rear of his properties and be enlarged to eliminate the flooding for up to a 100 year frequency storm event. He has agreed to dedicate the required land and to contribute \$48,000 in the form of a Letter of Credit to cover the additional cost associated with this enlargement (see attached sketch).

CONCLUSION:

The erosion control channel along the Cooksville Creek from 160 metres north of Paisley Boulevard to King Street should be constructed to handle a 100 year storm event through Mr. Humeniuk's land, subject to the gratuitous dedication of the required land and funding of the additional cost associated with the channel enlargement by Mr. Humeniuk.

The 1988 Capital Budget for this project should be revised as follows, to reflect the additional work:

Gross Cost	\$273,000
Contribution	\$ 48,000
Net City Cost	\$225,000

The C.V.C.A will be requested to carry out the channelization works on the City's behalf in conjunction with their flood control project at Paisley Boulevard.

RECOMMENDATIONS:

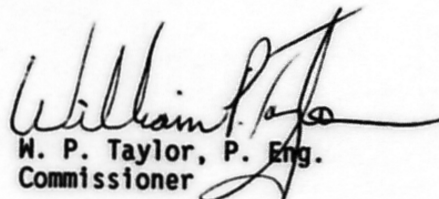
- a. That the channelization works on Cooksville Creek from 160 metres north of Paisley Boulevard to King Street be enlarged to handle a 100 year storm event through Mr. Humeniuk's lands, provided that Mr. Humeniuk agrees to dedicate the required lands gratuitously and to contribute \$48,000 to cover the cost of upgrading the channel from a 25 year to a 100 year storm capacity.

- b. That the 1988 Capital Budget for the channelization of the Cooksville Creek be revised as follows:

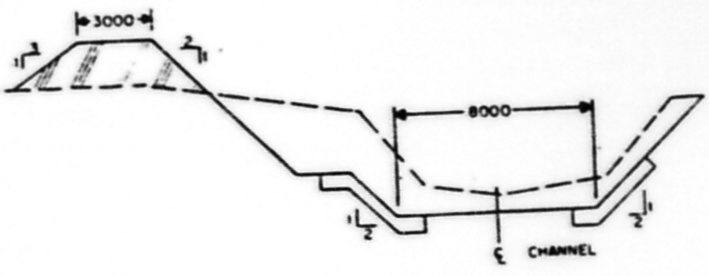
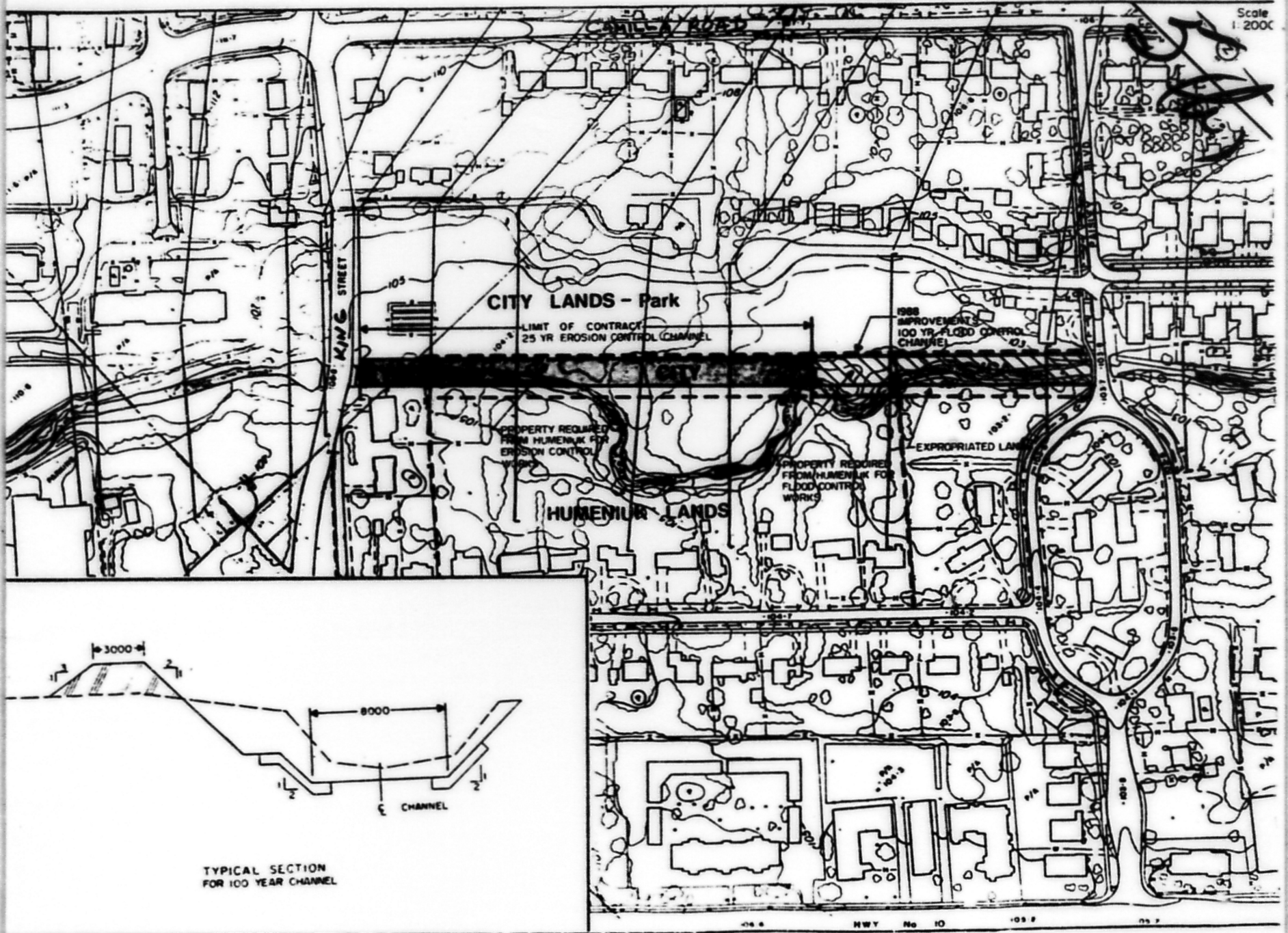
Gross Cost	\$273,000
Contribution	\$ 48,000
Net City Cost	\$225,000

- c. That the C.V.C.A. be requested to carry out the channelization works on the City's behalf in conjunction with their flood protection works at Paisley Boulevard.

JW/mt
0817E/42-43


W. P. Taylor, P. Eng.
Commissioner

Scale
1:2000





Corporate Report

Received by
Clerk's Dept.

Clerk's Files

J.05.88042

JUN 15 1988

OPERATIONS WORKS.

AUG 3 1988

OPERATIONS WORKS.

Originator's
Files

11 141 00045
17 111 88141

DATE : May 31, 1988
TO : CHAIRMAN AND MEMBERS OF OPERATIONS AND WORKS COMMITTEE
FROM : William P. Taylor, P.Eng., Commissioner, Public Works Department
SUBJECT : Meadowvale Pole Replacement - Consulting Engineering Services

ORIGIN : Public Works Department

BACKGROUND : McCormick Rankin & Associates undertook a study on the problems of the decorative Corten steel poles in Meadowvale. The study recommended that all the Corten steel poles be replaced by City standard concrete poles over a three year time period.

Council at its meeting of April 25, 1988, approved the replacement of approximately 200 Corten steel poles in 1988 at an estimated cost of \$405,000 including engineering & contingencies, in accordance with the McCormick Rankin study recommendations.

COMMENTS: Since the consulting firm of McCormick Rankin & Associates undertook the pole condition study, it is proposed that they be retained for the design preparation of contract documents and administration of the contract. The estimated cost of this service is \$50,000 based on the standard MEA/CEO basis of payment. Funds are available in the 1988 Streetlighting Capital Budget to cover this cost.

CONCLUSIONS:

The Corporation of the City of Mississauga should enter into an agreement with McCormick Rankin & Associates Limited to provide for the design preparation of contract documents and administration of the contract to replace the decorative Corten steel poles in Meadowvale.

Document Execution
Authorized by
City of Mississauga

By-Law No.

..... continued

6 (a) 2...
To : Chairman & Members of
Operations & Works Committee

RECOMMENDATIONS:

That a by-law be enacted authorizing execution of the agreement dated May 11, 1988 between the Corporation of the City of Mississauga and McCormick Rankin & Associates Limited for the design preparation of contract documents and administration of the contract to replace the decorative Corten steel poles in Meadowvale at an estimated cost of \$50,000 for their services.

W. P. Taylor, P. Eng.
Commissioner,
Public Works Dept.

WPT:sa
333/42E



Corporate Report

Received by
Clerk's Dept.

JUL 26 1988

Clerk's Files

M-385.02
M-386.02

OPERATIONS/WORKS

AUG 3 1988

Originator's
Files

16 111 80207
16-111-80208
11 141 00045

DATE: July 20, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhoods 310D and 310E, Plans M-385, and M-386 located north of Britannia Road West and west of Winston Churchill Boulevard (sketch attached).

ORIGIN: Engineering Agreements between Cadillac Fairview Corporation Limited, (20 Queen Street West, Toronto, Ontario, M5H 3R4), the City of Mississauga and the Regional Municipality of Peel dated as follows:

NEIGHBOURHOOD	REGISTERED PLAN	DATE OF AGREEMENT
310D	M-385	Sept. 25/1980
310E	M-386	Sept. 26/1980

COMMENTS: The subject developments consist of 244 residential lots and 5 residential blocks. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned plans. The remaining securities in the amounts of \$844,322.95 should be released to the developer, Cadillac Fairview Corporation Limited.

CONCLUSION: It is concluded that, since the developer has complied with all the requirements of the Engineering Agreements, the City should assume the municipal works and release all remaining securities for this subdivision.

RECOMMENDATION: That the City of Mississauga:

a) assume the municipal works as constructed by the

7/10/88

Operations and Works Committee

-2-

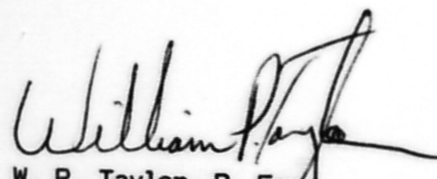
July 20, 1988

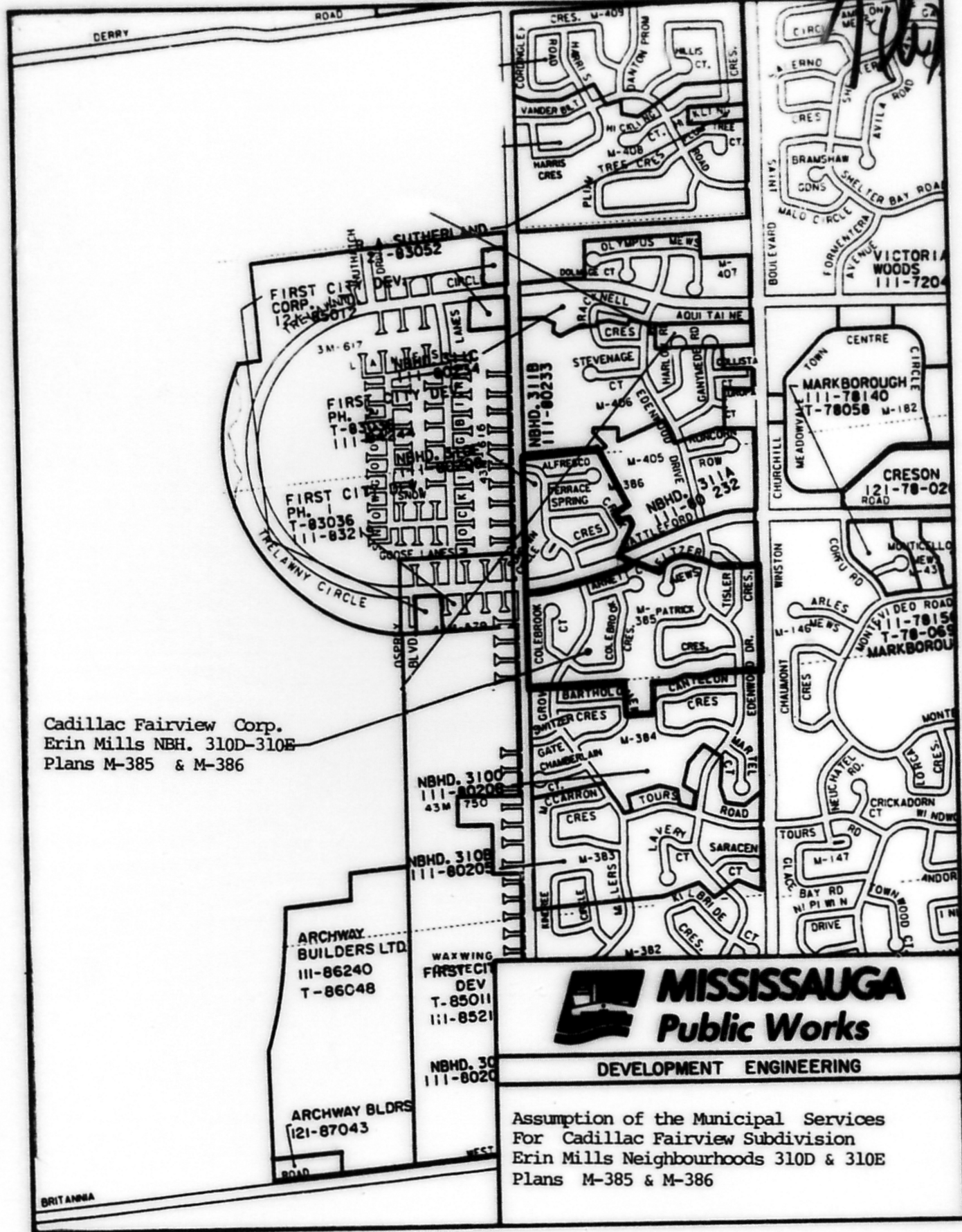
developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 3100 and 310E, Plans M-385 and M-386, located north of Britannia Road West and west of Winston Churchill Boulevard,

- b) return the Letters of Credit securing the Engineering Agreements for Plans M-385 and M-386 (currently valued at \$844,322.95) to the developer, Cadillac Fairview Corporation Limited,
- c) enact a by-law establishing the road allowances within Plans M-385 and M-386 as public highways and part of the municipal system of the City of Mississauga.

W.P.T.
0389E/143E

c.c. L. Harvey
D. Debenham
W.H. Munden
I.W. Scott
J.D. McKitchan, Region of Peel
P. Marchiori
P. Davies


W. P. Taylor, P. Eng.
Commissioner
Public Works Department





Received by
Clerk's Dept. JUL 25 1988

Clerk's Files F.02.07

OPERATIONS/WORKS. AUG 3 1988

Originator's
Files 12 111 00014
11 141 00045

DATE: July 11, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names

ORIGIN: Request from Councillor David J. Culham

COMMENTS: Councillor Culham requested the following four names be reviewed by the Region of Peel Street Names Committee for potential naming of streets within new plans of subdivision.

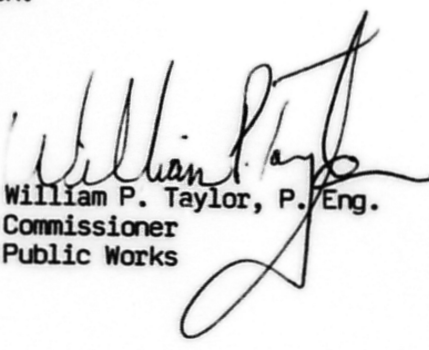
Jerath Crescent
Adophia Court

Mundi Road
Natkarni Crescent

The Street Name Committee reviewed these proposed street names and the name "Natkarni Crescent" was approved.

The Region of Peel Street Name Committee rejected the use of Mundi Road because of a similar street name in Mississauga being "Munden Road". The streets named "Jerath Crescent" and "Adophia Court" were not duplicated, however the Committee felt there would be potential difficulties with the spelling and that there could be some confusion during an emergency situation re: Jareth spelled with a "G" or an "L" added to Adophia.

RECOMMENDATION: That "Natkarni Crescent" be approved as a street name and be placed on the City of Mississauga reserve list for use within a new plan of subdivision.


William P. Taylor, P. Eng.
Commissioner
Public Works

 T/ddc
Cc: Councillor David J. Culham
0942E/163



Corporate Report

Received by
Clerk's Dept. JUL 25 1988

Clerk's Files T-88002
F.02.07

Originator's
Files T-88002
12 111 00014
11 141 00045

OPERATIONS/WORKS. AUG 3 1988

DATE: June 21, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the Rolls Holdings Subdivision,
21T-88002 (sketch attached).

ORIGIN: Public Works Department

COMMENTS: R. E. Winter & Associates (4255 Sherwoodtowne Boulevard,
Mississauga, Ontario, L4Z 1Y5) submitted the following
names as proposed street names for the subject development:

Administration
Admiral
Aventura
Alliance
Capital
Kingsway
Nulon
Oakmont
Omega
Omni
Queensborough
Sterling
Trilon
University

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of June 9, 1988 and the
following names were approved:

Administration
Admiral
Aventura
Alliance
Capital
Oakmont
Omni
Queensborough
Trilon
University

The other names were refused because of confusion with
similar street names presently existing in the Region of
Peel.

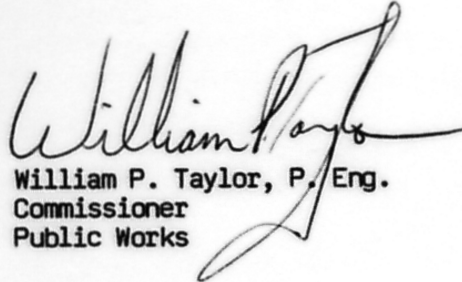
9/10/1
.....2

T-88002
12 111 00014
11 141 00045

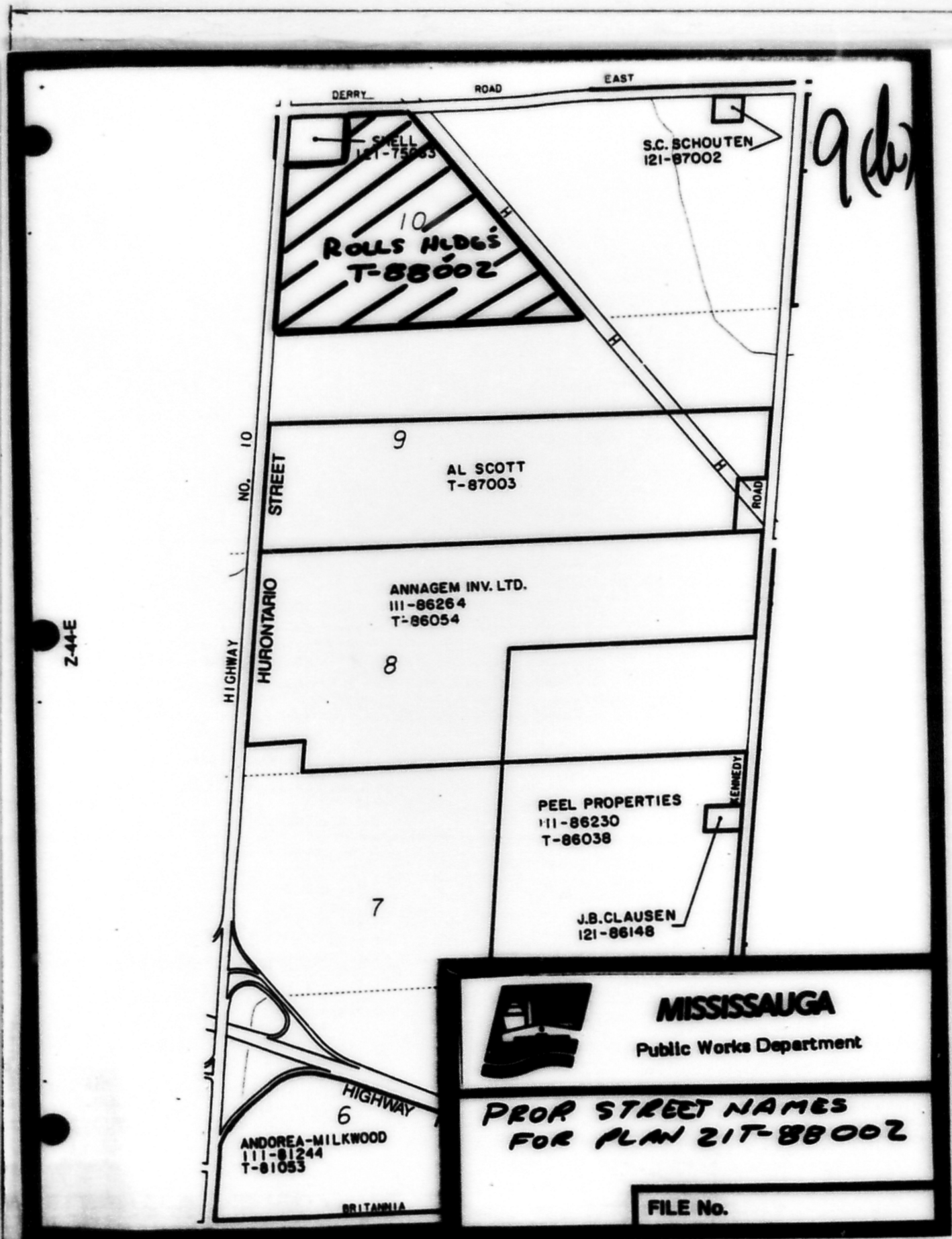
RECOMMENDATION:

That the following names be approved as street names for the Rolls Holdings Subdivision, 21T-88002, located east of Hurontario Street and south of Derry Road East.

Administration
Admiral
Aventura
Alliance
Capital
Oakmont
Omni
Queensborough
Trilon
University


William P. Taylor, P. Eng.
Commissioner
Public Works

PT/gb
cc: F. McKechnie
0942E/163E





Received by
Clerk's Dept. JUL 25 1988

Clerk's Files T-86084
F.02.07

OPERATIONS/WORKS. AUG 3 1988

Originator's
Files 16 111 87271
12 111 00014
11 141 00045

DATE: June 23, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the Lostrock Subdivision,
21T-86084 (sketch attached).

ORIGIN: Public Works Department

COMMENTS: R. E. Winter & Associates Ltd. (4255 Sherwoodtowne
Boulevard, Mississauga, Ontario, L4Z 1Y5) submitted the
following names as proposed street names for the above
development:

Systems
Export
Topflight
Governor

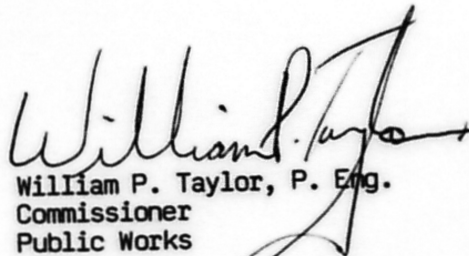
This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of June 9, 1988 and the
following names were approved:

Export
Systems
Topflight

The name "Governor" was not approved because there is
already an existing street with this name in the City of
Brampton.

RECOMMENDATION: That the following names be approved as street names for
the Lostrock Subdivision, 21T-86084 located east of
Huronario Street and north of Derry Road East:

Export
Systems
Topflight


William P. Taylor, P. Eng.
Commissioner
Public Works

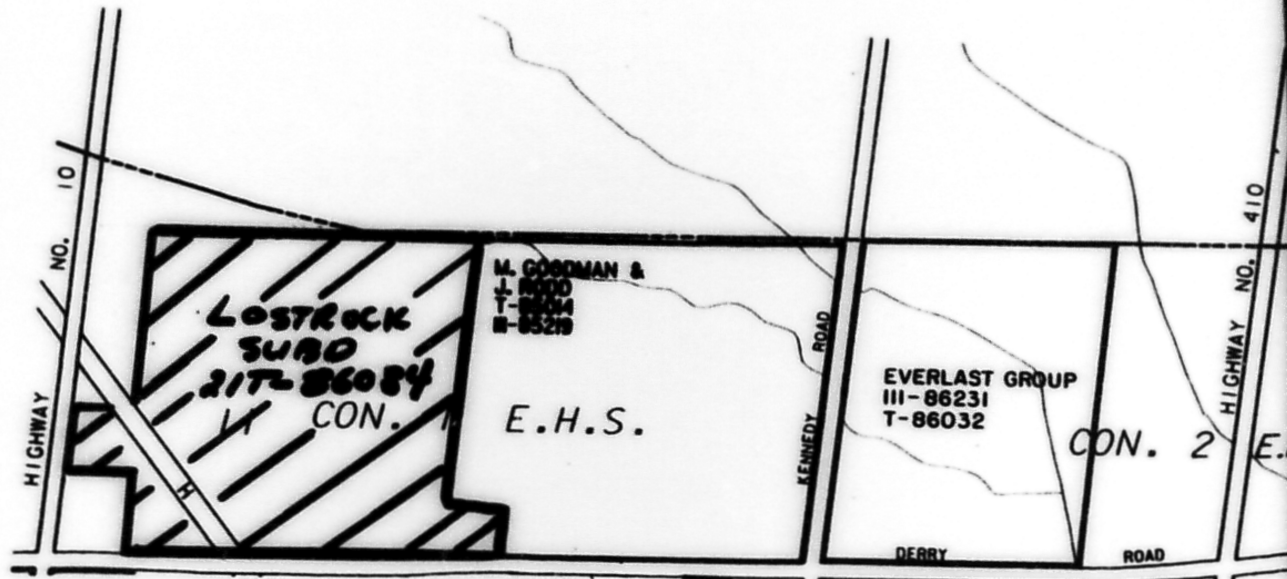
PT/gb
cc: Councillor F. McKechnie
0942E/163E

CITY

OF

BRAMPTON

10(a)



Z-43-W



MISSISSAUGA

Public Works Department

**PROP. STREET NAMES
FOR PLAN T-86084**

FILE No.

11



Corporate Report

OPERATIONS WORKS AUG 3 1988

Received by
Clerk's Dept. JUL 25 1988

Clerk's Files T-86032
F.02.07

Originator's
Files 16 111 86231
12 111 00014
11 141 00045

DATE: June 23, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the Everlast Subdivision,
21T-86032 (sketch attached).

ORIGIN: Public Works Department

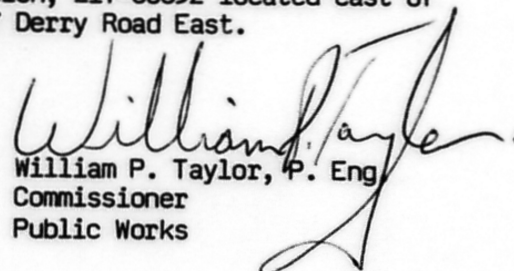
COMMENTS: John D. Rogers & Associates Ltd. (3564 Hurontario Street,
Mississauga, Ontario, L5B 1P3) submitted the following
names as proposed street names for the above development:

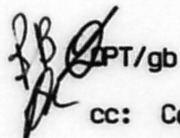
Secretariat
Everlast
Developers

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of June 9, 1988 and the
name "Secretariat" was approved.

The names "Everlast" and "Developers" were rejected because
of similar street names already existing in the Region of
Peel.

RECOMMENDATION: That the name "Secretariat" be approved as a street name
for the Everlast Subdivision, 21T-86032 located east of
Kennedy Road and north of Derry Road East.


William P. Taylor, P. Eng.
Commissioner
Public Works


JPT/gb

cc: Councillor F. McKechnie

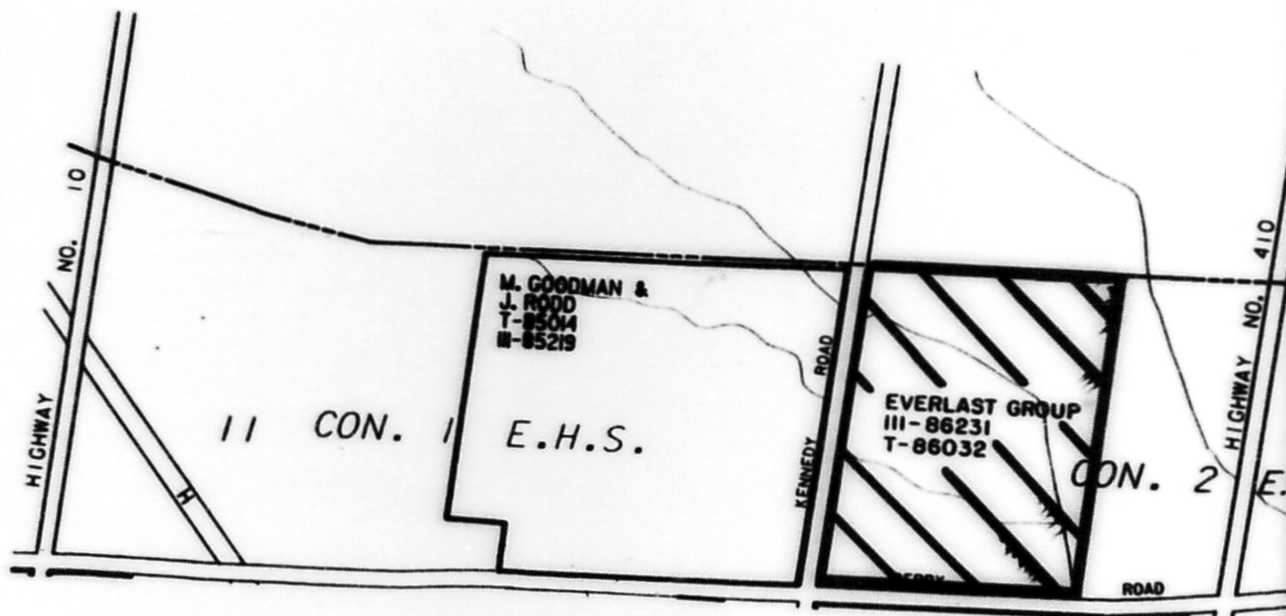
0942E/163E

CITY

OF

BRAMPTON

11(a)



Z-43-W



MISSISSAUGA

Public Works Department

**PROP STREET NAMES
21T-86032**

FILE No.

12



Corporate Report

OPERATIONS/WORKS AUG 3 1988

Received by
Clerk's Dept. JUL 26 1988Clerk's Files F.02.07
T-87045Originator's
Files 12 111 00014
16 111 87237
11 141 00045

DATE: July 5, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for First Terragar Subdivision,
T-87045 (sketch attached)

ORIGIN: Public Works Department

COMMENTS: Team Three Urban and Regional Planners, (424 Hensall Circle, Suite 104, Mississauga, Ontario, L5A 1X7) submitted the following names as proposed street names for the above development:

Bittern	Hagdon
Bobwhite	Haglet
Brown Creeper	Harrier
Burleigh	Henslow
Canary	Jacana
Catbird	Jaeger
Chat	Jay
Chewink	Junco
Clapper Rail	Killdeer
Coot	Kingfisher
Cormorant	Kinglet
Crane	Kite
Crow	Kittiwake
Curlew	Lapwing
Darter	Lark
Dowitcher	Limpkin
Downey	Longspur
Duck	Loon
Dunlin	Magpie
Flicker	Marsh-hen
Gadwall	Martin
Gallinule	Meadow Lark
Gannet	Medrik
Godwit	Merlin
Goosander	Murrelet
Goshawk	Nighthawk
Grackle	Noddy
Grassquit	Nonpareil
Grebe	Nutcracker
Guilemot	
Gull	

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12 111 00014
16 111 87237
11 141 00045

12(a)

Partridge	Teal
Passer	Tern
Pelican	Thrush
Petrel	Titmouse
Phalarope	Towhee
Phoebe	Turnstone
Pigeon	Veery
Pileated	Vireo
Pintail	Wamp
Piping Plover	Warbler
Pipit	Wavey
Ptarmigan	Waxwing
Puffin	Wheatear
Quail	Whimbrel
Quawk	Whip-poor-will
Raven	Whistler
Red Wing	Widgeon
Redpoll	Willet
Reed-Bird	Wood Cock
Rice-Bird	Wood Pewee
Road-Runner	Wood-duck
Ruff	Wren
Rufous	
Sage Thrasher	
Savannah	
Shearwater	
Shrike	
Sisken	
Skimmer	
Smyrna	
Snipe	
Snowflake	
Sparrow	
Sprig	
Spruce Grouse	
Stilt	
Swan	
Swift	

.....3

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.....3

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11 141 00045

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and the following names were approved:

Bobwhite	Petrel
Brown Creeper	Pigeon
Canary	Pintail
Catbird	Piping Plover
Chat	Pipit
Clapper Rail	Puffin
Cormorant	Quawk
Crow	Rufous
Duck	Sage Thrasher
Gadwall	Shearwater
Godwit	Shrike
Goosander	Sisken
Goshawk	Skimmer
Grackle	Snowflake
Grassquit	Spruce Grouse
Haglet	Stilt
Junco	Swan
Kinglet	Swift
Kite	Teal
Kittiwake	Thrush
Lapwing	Towhee
Limpkin	Veery
Longspur	Wamp
Magpie	Warbler
Nighthawk	Wavey
Nutcracker	Whimbrel
	Widgeon
	Wren

The other names were refused because of confusion with similar street names and spelling and pronunciation difficulties.

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.....4

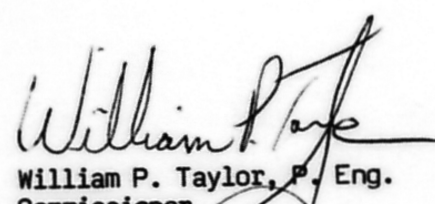
12 111 00014
16 111 87237
11 141 00045

12(c)

RECOMMENDATIONS: That the following names be approved as street names for the First Terragar Subdivision, T-87045, located east of Tenth Line West and north of Britannia Road West:

Bobwhite	Petrel
Brown Creeper	Pigeon
Canary	Pintail
Catbird	Piping Plover
Chat	Pipit
Clapper Rail	Puffin
Cormorant	Quawk
Crow	Rufous
Duck	Sage Thrasher
Gadwall	Shearwater
Godwit	Shrike
Goosander	Sisken
Goshawk	Skimmer
Grackle	Snowflake
Grassquit	Spruce Grouse
Haglet	Stilt
Junco	Swan
Kinglet	Swift
Kite	Teal
Kittiwake	Thrush
Lapwing	Towhee
Limpkin	Veery
Longspur	Wamp
Magpie	Warbler
Nighthawk	Wavey
Nutcracker	Whimbrel
	Widgeon
	Wren

PT/gb
cc: T. Southorn
0942E/163E


William P. Taylor, P. Eng.
Commissioner
Public Works

MILTON

OF

TOWN

12(d)

10

GENERAL FILE FOR
NBHD. 311
T-78020
111-78105

9

GENERAL FILE FOR
NBHD. 309-310A
111-78104
T-78019

8

7

6

MARIA VAN DER VOORT
121-36-85

NBHD. 311D
111-80235

FIRST CITY
CORP.
121-85012

FIRST
PH.
T-83036
111-832

FIRST CITY
PH.
T-83036
111-832

FIRST
TERRACE
T-87045

ARCHWAY
BUILDERS LTD.
111-86240
T-86048

WAXWING
FIRSTCITY
DEV
T-85011
111-85216

ARCHWAY
121-870

BRITANNIA



MISSISSAUGA

Public Works Department

PROP. STREET NAMES
FOR PLAN T-87045

FILE No.



Received by
Clerk's Dept. JUL 26 1988

Clerk's Files T-86083
F.02.07

OPERATIONS/WORKS AUG 3 1988

Originator's
Files 16 111 86279
12 111 00014
11 141 00045

DATE: July 5, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the Sherwood Mills Subdivision,
T-86083 (sketch attached).

ORIGIN: Public Works Department

COMMENTS: Team Three, Urban and Regional Planners, (424 Hensall
Circle, Suite 104, Mississauga, Ontario, L5A 1X7) submitted
the following names as proposed street names for the above
development:

Buttermill	Millican
Crescent Mill	Milligan Ridge
East Mill	Millington
Grist Mill	Millport
Little Mill Way	Millsborough
Mill Crest	Millstone
Mill Springs	Milltown
Mill'n'Dale	New Milford
Millarton	North Mill
Millbrae	Sherwood Mills
Millbrook	Silverwater Mill
Millburn	South Mill
Millcreek	Spring Mill
Milldale	Sweetwater Mill
Millgede	The Millway
Millers Landing	Timber Mill
Millersport	West Mill
Millhurst	Windmill

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of June 9, 1988 and the
following names were approved:

Buttermill	North Mill
East Mill	Sherwood Mills
Grist Mill	Silverwater Mill
	Timber Mill

.....2

13(a)
....2

16 111 86279
12 111 00014
11 141 00045

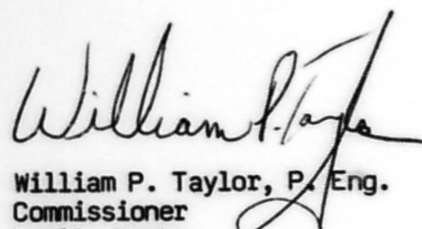
The other names were refused because of confusion with similar street names and due to the numerous names starting with the words "Mill", "New" and "West" already existing in the Region of Peel.

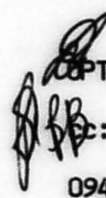
RECOMMENDATION:

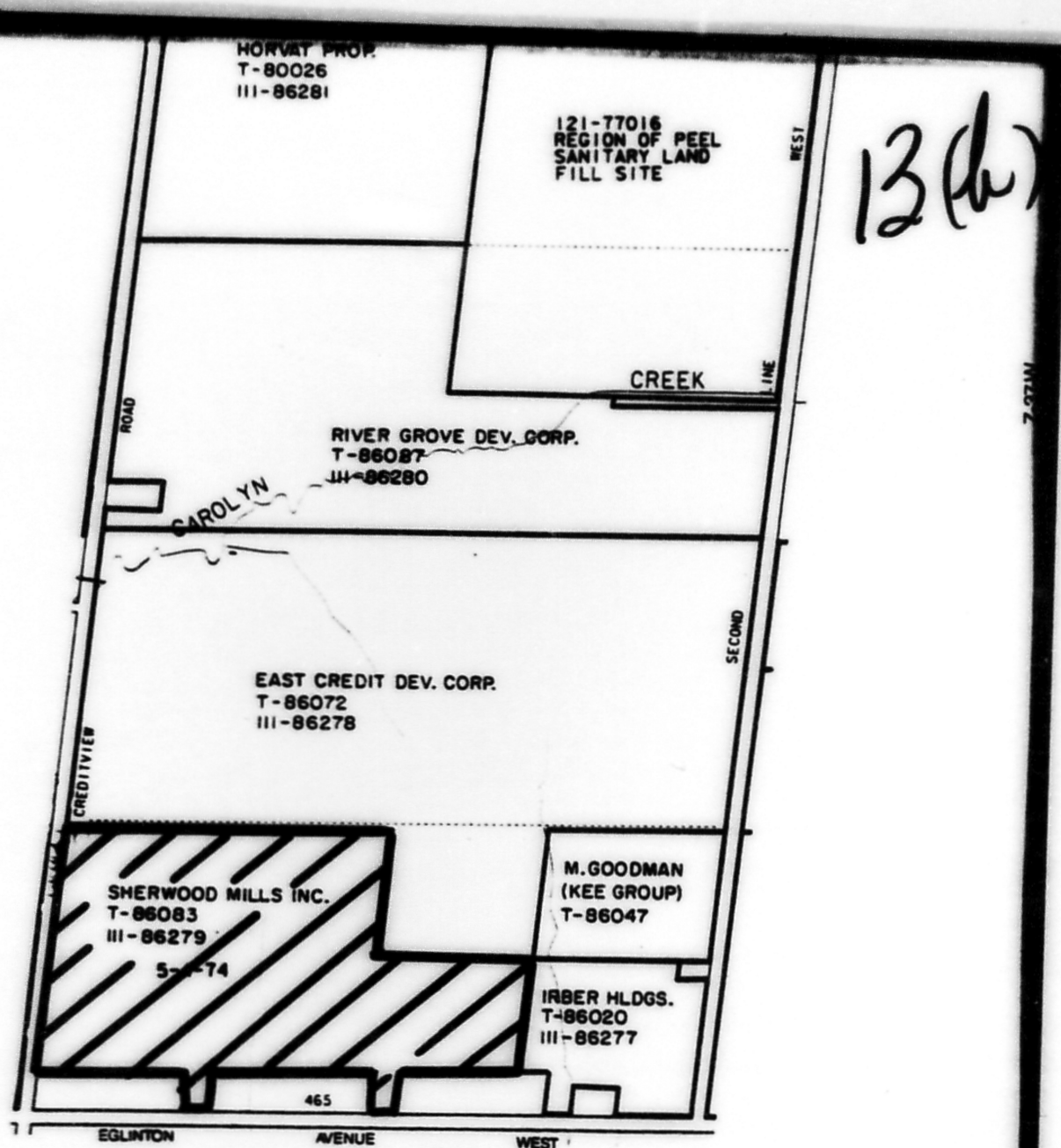
That the following names be approved as street names for the Sherwood Mills Subdivision, T-86083, located north of Eglinton Avenue West and east of Creditview Road:

Buttermilk
East Mill
Grist Mill

North Mill
Sherwood Mills
Silverwater Mill
Timber Mill


William P. Taylor, P. Eng.
Commissioner
Public Works

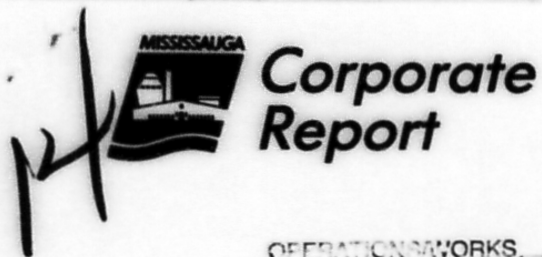
 CPT/gb
cc: Councillor T. Southorn
0942E/163E



MISSISSAUGA
Public Works Department

**PROP STREET NAMES
FOR PLAN T-86083**

FILE No.



OPERATIONS WORKS AUG 3 1988

Received by
Clerk's Dept. JUL 26 1988
Clerk's Files F.02.07
T-87066
Originator's
Files 16 111 87261
12 111 00014
12 141 00045

DATE: July 5, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for N. M. Davis Subdivision,
21T-87066 (sketch attached).

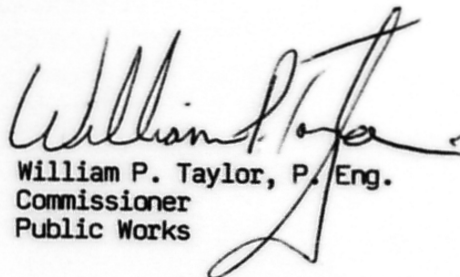
ORIGIN: Public Works Department

COMMENTS: R. E. Winter & Associates Ltd. (4255 Sherwoodtowne
Boulevard, Mississauga, Ontario, L4Z 1Y5) submitted the
following names as proposed street names for the above
development:

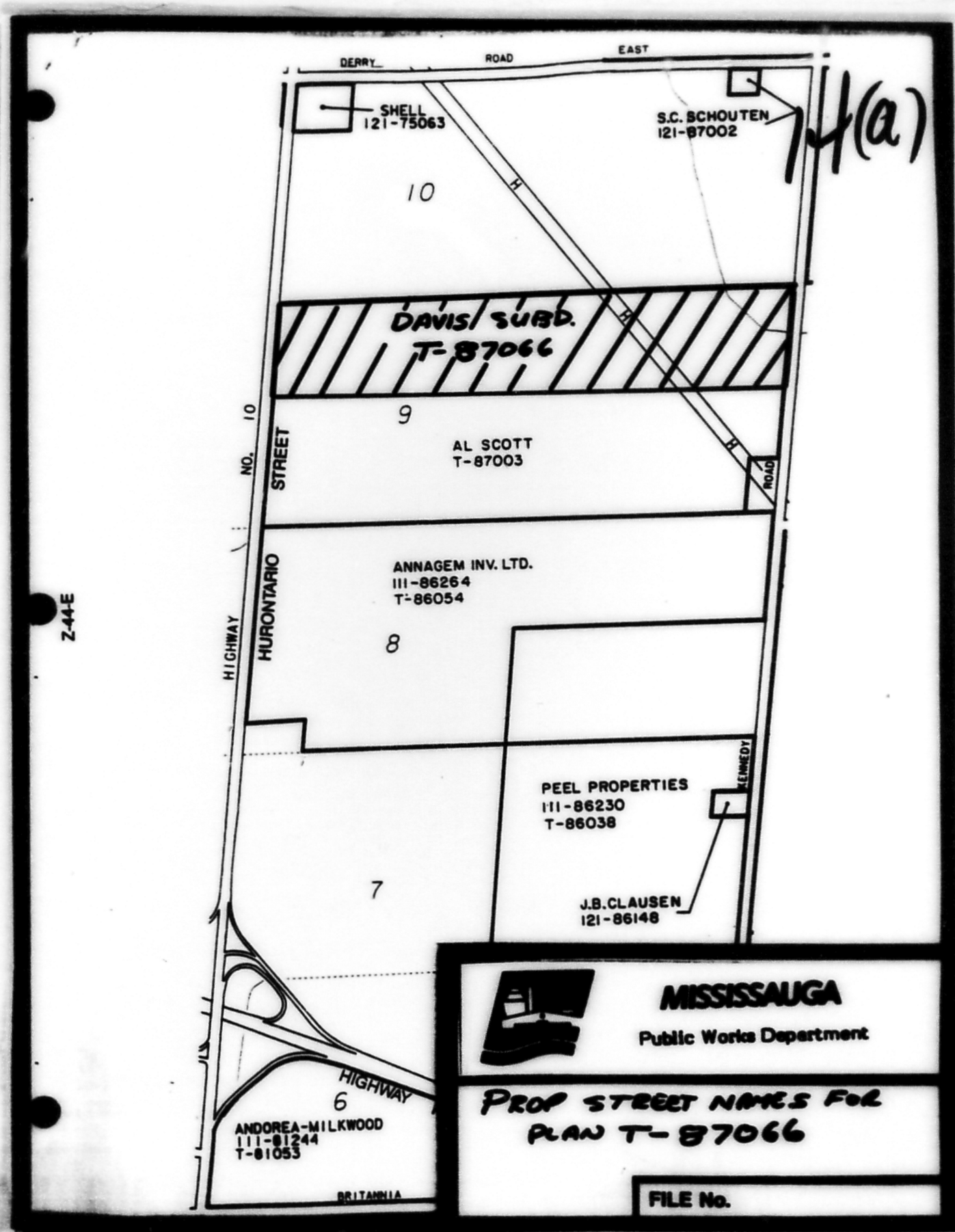
Superior
Tradition

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of June 9, 1988 and both
street names were approved.

RECOMMENDATION: That the names "Superior" and "Tradition" be approved as
street names for the N. M. Davis Subdivision, 21T-87066,
located west of Kennedy Road and south of Derry Road East.


William P. Taylor, P. Eng.
Commissioner
Public Works

PT/gb
cc: F. McKechnie
0942E/163E



Z44E

14(a)



MISSISSAUGA
Public Works Department

**PROP STREET NAMES FOR
PLAN T-87066**

FILE No.



Corporate Report

AUG 3 1988

OPERATIONS/WORKS

Received by JUL 26 1988
Clerk's Dept.

Clerk's Files F.02.07
T-87021

Originator's 16 111 87221
Files 12 111 00014
11 141 00045

DATE: July 5, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the Rathkeale Subdivision,
T-87021 (sketch attached).

ORIGIN: Public Works Department

COMMENTS: Skira & Associates Ltd. (262 Burnhamthorpe Road West,
Mississauga, Ontario, L5B 2C2) submitted the following
names as proposed street names for the above development:

Cherry
Beauty Bush
Weeping Willow
Weeping Cherry

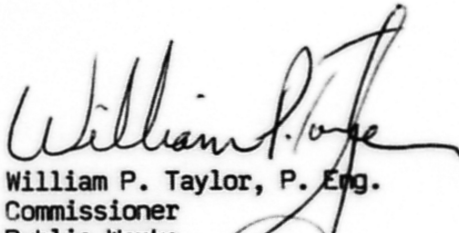
This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of June 9, 1988 and the
following names were approved:

Beauty Bush
Weeping Willow
Weeping Cherry

The name "Cherry" was not approved because a street with
this name already exists in the Town of Caledon.

RECOMMENDATION: That the following names be approved as street names for
the Rathkeale Subdivision, T-87021, located east of
Creditview Road and south of Eglinton Avenue West:

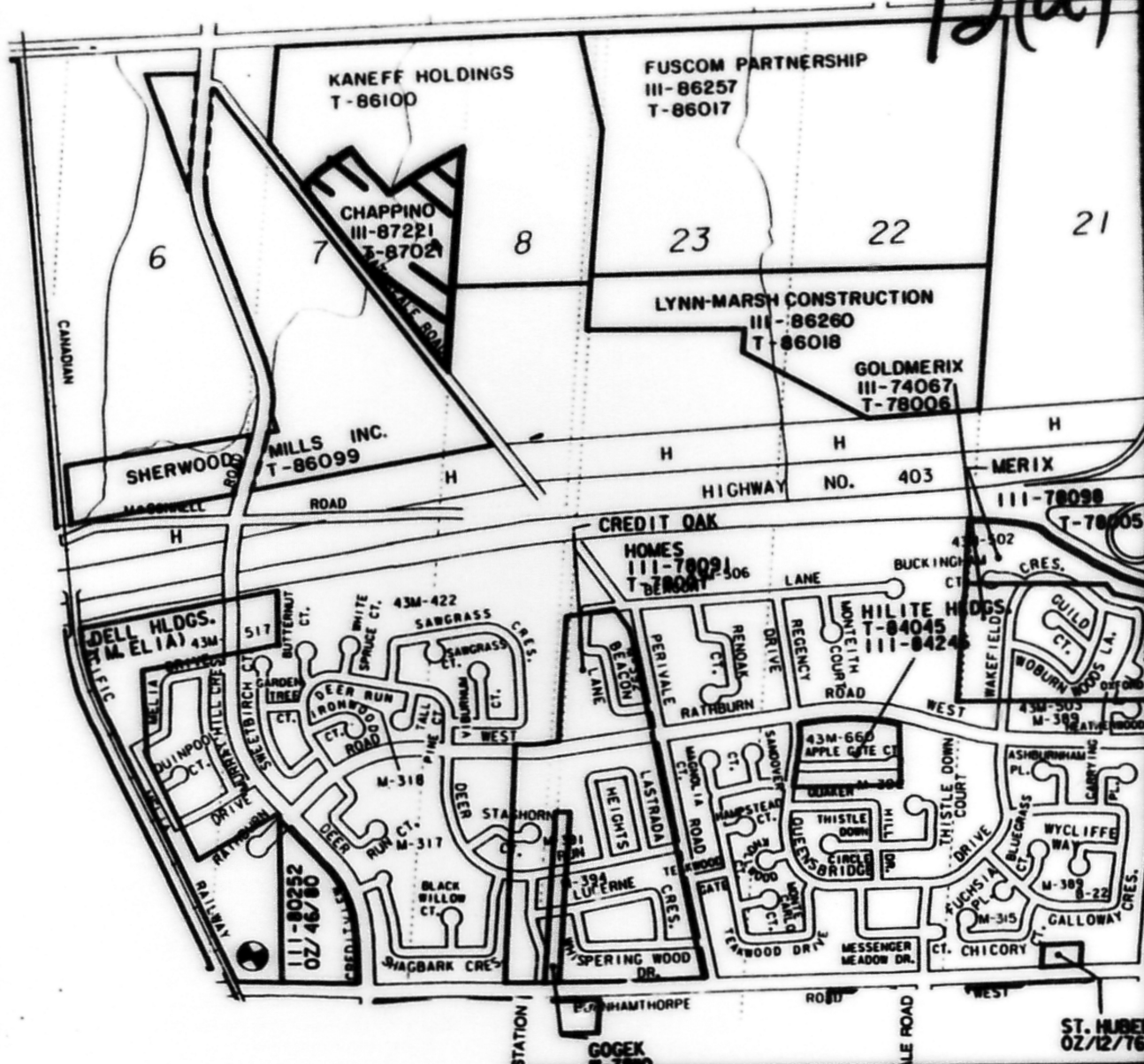
Beauty Bush
Weeping Willow
Weeping Cherry


William P. Taylor, P. Eng.
Commissioner
Public Works


CPT/gb
cc: Councillor David Culham
0942E/163E

Z-38-E

15(a)



MISSISSAUGA

Public Works Department

**PROP. STREET NAMES
FOR PLAN ZIT-87021**

FILE No.



Corporate Report

OPERATIONS WORKS

AUG 3 1988

Received by
Clerk's Dept. **JUL 26 1988**

Clerk's Files **F.02.07**
T-87081

Originator's
Files **T-87081**
12 111 00014
11 141 00045

DATE: July 14, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the Cantay Holdings Ltd.
Subdivision, T-87081 (sketch attached).

ORIGIN: Public Works Department

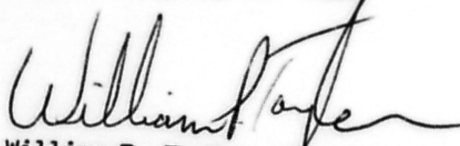
COMMENTS: R. E. Winter & Associates Ltd. (4255 Sherwoodtowne
Boulevard, Mississauga, Ontario, L4Z 1Y5) submitted the
following names as proposed street names for the above
development:

Auburn
Pendant

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of July 6, 1988 and the
name "Pendant" was approved.

The name "Auburn" was not approved because of a similar
street name existing in the Region of Peel.

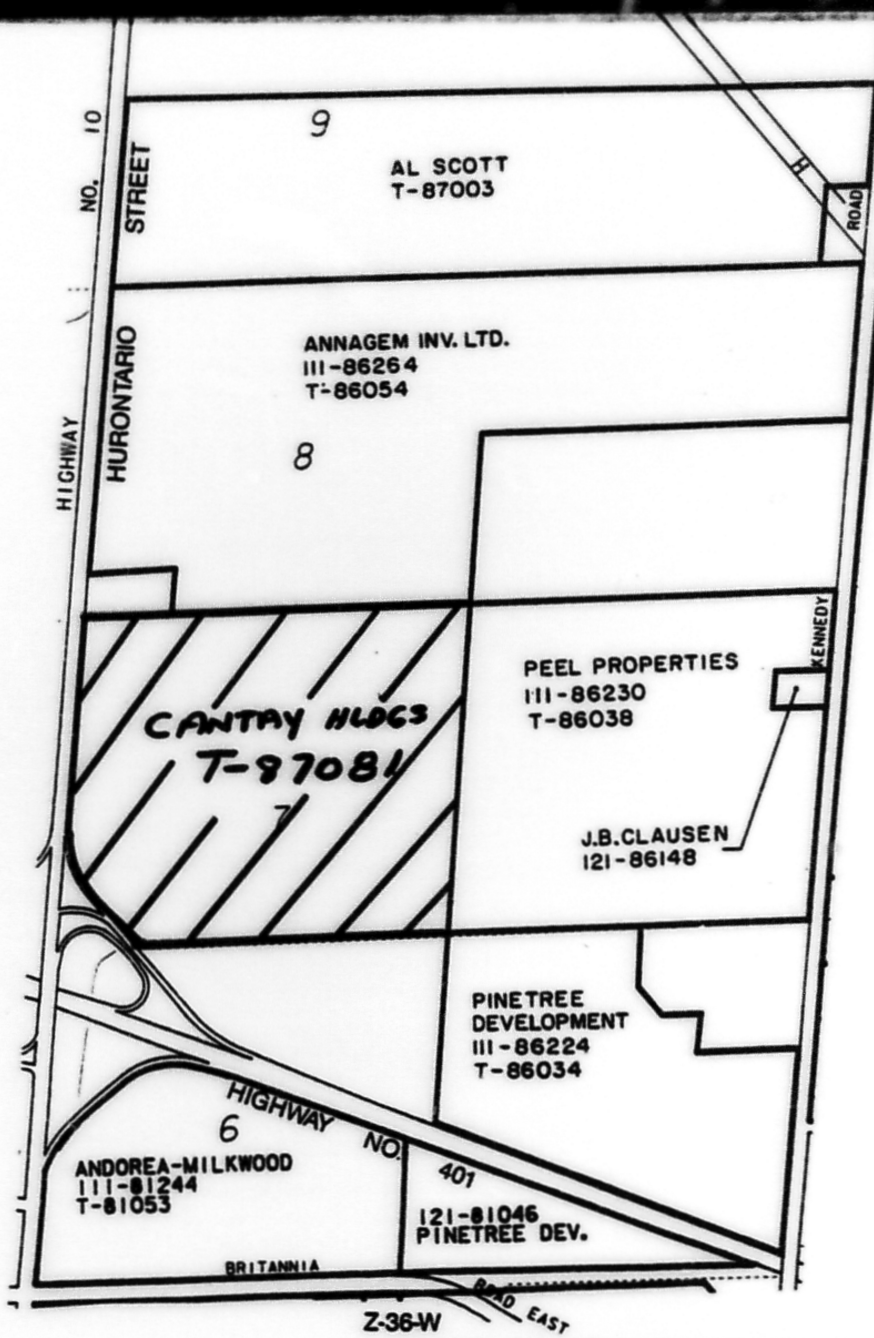
RECOMMENDATION: That the name "Pendant" be approved as a street name for
the Cantay Holdings Inc. Subdivision, T-87081 located east
of Hurontario Street and north of Highway No. 401.


William P. Taylor, P. Eng.
Commissioner
Public Works


JPT/gb
Att.

cc: Councillor Frank McKechnie

0942E/52E



MISSISSAUGA
Public Works Department

**PROP. STREET NAMES
FOR PLAN 21T-87081**

FILE No.

17 **Corporate
Report**

OPERATIONS WORKS AUG 3 1988

Received by JUL 26 1988
Clerk's Dept.

Clerk's Files F.02.07
T-86031

Originator's 12 111 00014
Files 16 111 86229
11 141 00045

DATE: July 14, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the Marwood Properties
Subdivision, 21T-86031 (sketch attached).

ORIGIN: Public Works Department

COMMENTS: R. E. Winter & Associates Ltd. (4255 Sherwoodtowne
Boulevard, Mississauga, Ontario, L4Z 1Y5) submitted the
following names as proposed street names for the above
development:

Bormark
Jaymax
Maxco
Topaz
Transmark

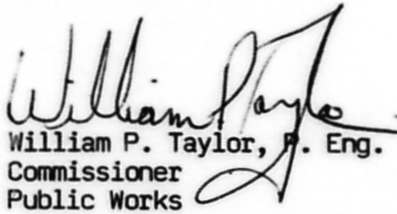
This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of July 6, 1988 and the
following names were approved:

Bormark
Topaz (without the suffix "Way")
Transmark

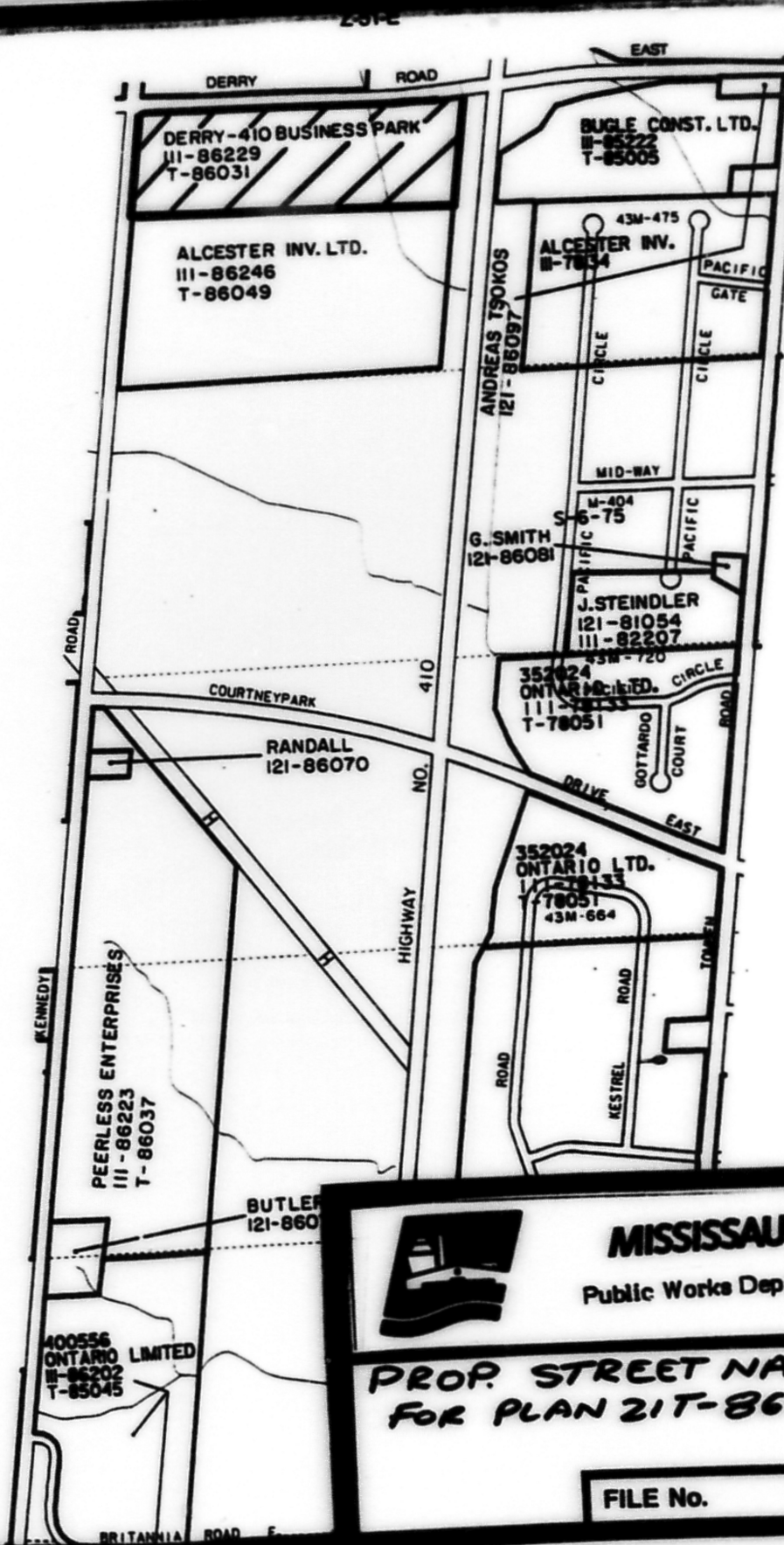
The other names were not approved because of similar street
names already existing in the Region of Peel.

RECOMMENDATION: That the following names be approved as street names for
the Marwood Properties Subdivision, 21T-86031 located south
of Derry Road East and east of Kennedy Road:

Bormark
Topaz (without the suffix "Way")
Transmark


William P. Taylor, P. Eng.
Commissioner
Public Works

 OPT/gb
Encl.
cc: Councillor Frank McKechnie
0942E/163E



Z-43-W

18



Corporate Report

OPERATIONS WORKS **AUG 3 1988**

Received by
Clerk's Dept. **JUL 26 1988**

Clerk's Files **F.62.07**
T-86087

Originator's
Files 16 111 86280
12 111 00014
11 141 00045

DATE: July 15, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Proposed Street Names for the River Grove Development Corporation Subdivision, 21T-86087 (sketch attached).

ORIGIN: Public Works Department

COMMENTS: John D. Rogers and Associates (3564 Hurontario Street, Mississauga, Ontario, L5B 1P3) submitted the following names as proposed street names for the above development:

Anasgrove	Prosper
Barnswallow	Razorbill
Blueheron	Red Oak
Bluewing	Remington
Chicopee	Silverswan
Condor	Tanglewood
Crane	Tern
Greenfinch	Wesson
Hurst	Westoak
Liberty	Wheatland
Lilac	Whitehorn
Loonlake	Whitetail
Maggie	Winchester
Midgreen	Woodstar
Newhatch	

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of July 6, 1988 and the following names were approved:

Barnswallow	Prosper
Blueheron	Razorbill
Condor	Remington
Hurst	Wesson
Loonlake	Wheatland
Midgreen	Whitehorn

The other names were not approved because of confusion with similar street names or spelling and pronunciation difficulties.

.....2

16 111 8628
12 111 0001
11 141 00045

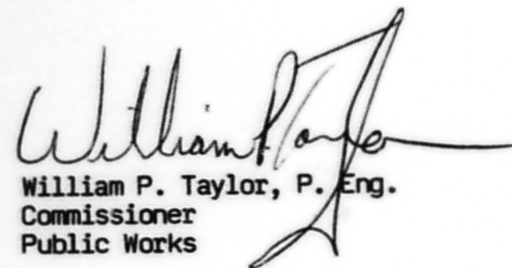
18(a)

RECOMMENDATION:

That the following names be approved as street names for the River Grove Development Corporation Subdivision, 21T-86087, located north of Eglinton Avenue West and west of Second Line West:

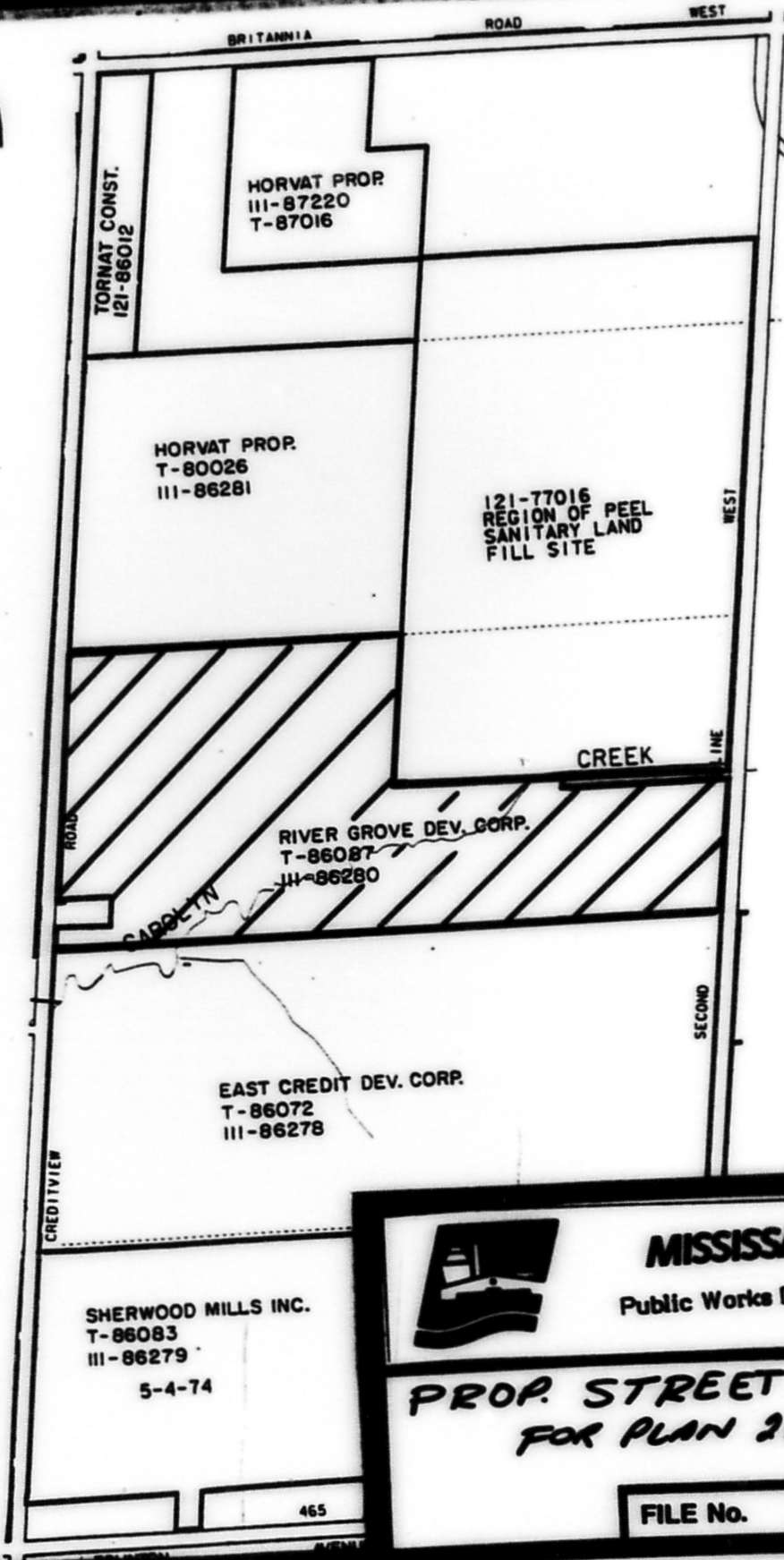
Barnswallow
Blueheron
Condor
Hurst
Loonlake
Midgreen

Prosper
Razorbill
Remington
Wesson
Wheatland
Whitehorn


William P. Taylor, P. Eng.
Commissioner
Public Works

 T/gb
Councillor Ted Southern
0942E/163E

18(h)



MISSISSAUGA
Public Works Department

**PROP. STREET NAMES
FOR PLAN 21T-86087**

FILE No.



Corporate Report

Received by
Clerk's Dept. JUL 26 1988

Clerk's Files F.02.10.01
T-86081

Originator's
Files

19

OPERATION WORKS AUG 3 1988

DATE: July 22, 1988
TO: Chairman and Members of the Operations and Works
Committee
FROM: Karen Campbell, Director of Economic Development
SUBJECT: Runnymede Industrial Park - Street Name Change

ORIGIN: The Economic Development Office

BACKGROUND: With the cooperation of Runnymede Development Corporation and the City of Mississauga, the 1988 Mississauga Business Show offered, as a draw prize, the opportunity to name a street in a newly developed business park. The draw was held from among the visitors to the business show and Bridget Howe Dorantes of North York was the winner. She decided that the street should be called Howe Court. Subsequently, the Region of Peel Street Names Committee reviewed the name and has recommended approval of this name for use in the Runnymede Industrial Development.

CONCLUSION: Since the proposed name, "Howe Court" satisfies the requirements of the Region of Peel Street Names Committee, that the City of Mississauga should proceed to change the street name from Tanjo Court to Howe Court in keeping with the intent of the prize award.

RECOMMENDATION: That the street name of Tanjo Court be changed to "Howe Court" in the Runnymede Industrial Park at Winston Churchill Boulevard and Highway 401 (plan of subdivision T-86081).

Karen Campbell

Karen Campbell, Director of Economic Development

KC/dr

cc W.P. Taylor
Commissioner of Public Works



Received by
Clerk's Dept. JUL 28 1988

Clerk's Files J.05.88000

AUG 3 1988

OPERATIONS WORKS

Originator's
Files 11 141 00045

DATE: July 26, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
Department
SUBJECT: Consulting Assignments for the Planning and Design of
Various Road Projects

ORIGIN: Public Works Department

BACKGROUND: The 1988 Capital Budget and Forecast includes a number of
road construction projects whose planning and design
should be proceeded with at this time. The following
projects fall into this category:

Matheson Boulevard/Renforth Drive Grade Separation

Widening of Eglinton Avenue from the Fieldgate Drive area
to Highway 427

Widening of Hurontario Street from Burnhamthorpe Road to
Eglinton Avenue

Widening of Hurontario Street from Highway 401 to the
north City limits

Mavis Road Collector, a south service road along Highway
403 between Mavis Road and Hurontario Street

COMMENTS:

A brief description of each project is provided as follows:

1. Matheson Boulevard/Renforth Drive Grade Separation

This project will involve a grade separation over
Renforth Drive, a southbound to westbound ramp from
Renforth Drive to Matheson Boulevard, the necessary
relocation and improvement to the Highway 401 ramps at
Renforth Drive and associated widenings and
improvements to Eglinton Avenue and Renforth Drive.
These works will provide improved accessibility for
the development occurring in the Airport Corporate
Centre between Eglinton Avenue and Highway 401.

20(a)

COMMENTS: (Continued)

The preliminary design, environmental assessment, detailed design and tender preparation of these works should be proceeded with.

The estimated cost of this work is \$225,000.

This project will be directed by a Technical Coordinating Committee consisting of staff of the City of Mississauga, Ministry of Transportation of Ontario, Metropolitan Toronto and the City of Etobicoke.

2. Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

The section of Eglinton Avenue from the Etobicoke Creek to Renforth Drive is a Mississauga/Metropolitan Toronto boundary road under the jurisdiction of Metropolitan Toronto. The City of Mississauga proposes to widen Eglinton Avenue from the proposed Highway 403 Arterial Road in the vicinity of Fieldgate Drive to Highway 427 to a basic six-lane cross-section (with turning lanes where necessary) such that the outer two lanes can operate as exclusive bus lanes.

The preliminary design, environmental assessment, detailed design and tender preparation for this project should be carried out.

The estimated cost of this work is \$200,000.

This project will be directed by the same Technical Coordinating committee as the Matheson Boulevard project.

3. Widening of Hurontario Street - Burnhamthorpe Road to Eglinton Avenue

This project involves two major intersections (Burnhamthorpe Road and Eglinton Avenue) as well as major streetscape components in accordance with the Baird Sampson Report. Therefore, it is recommended that work proceed on the preparation of a preliminary design and Environmental Assessment Report.

The estimated cost of this work is \$150,000.

2007
COMMENTS (Continued) 4. Hurontario Street - Highway 401 to North City Limits

The City is currently processing development applications on both sides of Hurontario Street from Highway 401 to the North City limits. These developments will result in six new intersections on Hurontario Street between Highway 401 and the North City Limit. These new intersections will be required during late 1988 and 1989. The cost of intersection improvements will be assessed to the developers. In addition, the existing and projected traffic levels indicate the need to construct this section to six lanes plus turning lanes where required. In view of the number of intersections and the anticipated timing of area development, the City should undertake the work in 1989. In this way the necessary work can be integrated into one coordinated project.

Preliminary design and the necessary Environmental Assessment should be carried out at this time.

The estimated cost of this work is \$75,000.

5. Mavis Road Collector

The Mavis Road collector is an east-west road which runs easterly from Mavis Road to the City Centre Area south of Highway 403. The road is shown in the existing City Centre Secondary Plan. The need for the collector road was further confirmed in the Mississauga Transportation Study as well as in the Highway 403/City Centre Feasibility Study and is an important component for the Transportation network for the City Centre Area.

In view of the roadway's location within the Parkway Belt and proximity to existing residential development, it is felt that functional planning and environmental assessments should be carried out to enable the necessary approvals to be obtained. The estimated cost for this work is \$150,000.

A brief review of staff workload indicates that the above five projects cannot be carried out by existing staff without serious and unacceptable delays to other on-going work. As a result, consultants should be engaged to carry out the necessary work.

20(c)

CONCLUSION:

The planning and design of the above described road construction projects should be proceeded with at this time. Consultants should be engaged to carry out the work because of the existing workload of staff.

RECOMMENDATIONS:

- a) That the budget for the planning and design of the following road construction projects be approved as follows:

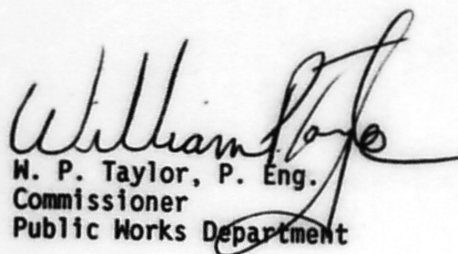
Matheson Boulevard/Renforth Drive Grade Separation	\$225,000
Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427	200,000
Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue	150,000
Widening of Hurontario Street from Highway 401 to the north City limits	75,000
The Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street	<u>150,000</u>
TOTAL	\$800,000

- b) That the amount of \$800,000 be allocated from the unallocated balance of the New John Doe Roads account within the General Municipal Development Reserve Fund and that the necessary by-law to transfer these funds be enacted, and
- c) That proposals from Consulting Engineering firms be requested for the undertaking of planning and design assignments for the following projects:
- i) Matheson Boulevard/Renforth Drive Grade Separation
 - ii) Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427
 - iii) Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue

July 26, 1988.

- 20 (d)
- iv) Widening of Hurontario Street from Highway 401 to the north City limits
 - v) The Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street

JS/edm
0812E/151E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Corporate Report

AUG 3 1988

OPERATIONS WORKS

Received by
Clerk's Dept. JUL 26 1988

Clerk's Files J.O.S. 38010

Originator's 11 141 00010
Files 17 111 87106

21

DATE: July 26, 1988
TO: Chairman and Members of Operations and Works
FROM: William P. Taylor, P.Eng., Public Works Department
SUBJECT: Hurontario Street - Rathburn Road Interchange Facility

ORIGIN: 1988 Capital Budget

COMMENTS: The program to provide for an interchange facility at Hurontario Street - Rathburn Road was approved in the 1988 Capital Budget at a gross cost of \$2.4 million dollars. The cost was set on the basis of a previous transportation study carried out for the area.

This project was to include the construction of ramps at the north west, south west and south east quadrants of the site and the associated culvert extension at the Cooksville Creek. (See attached sketch).

Totten Sims & Hubicki Ltd. was the engineering consultant selected to prepare the planning and design of the project to the stage of contract tender sale. During the design preparation, a number of options were reviewed and the adopted design was greatly expanded from that initially contemplated.

In addition to the original concept, the following elements have been included:

- a) The extension of Sherwoodtowne Boulevard to connect with Hurontario Street at the eastbound Highway #403 off ramp.
- b) Relocation of the existing northbound to eastbound ramp at Highway #403 and Hurontario Street.
- c) Modification to the existing eastbound off-ramp from Highway #403 to Hurontario Street.
- d) Installation of a full 9 metre centre median on Hurontario Street with streetscape and landscape components as defined in the City Core Concept Report by Baird Sampson.

.../...

21(a)

Chairman and Members of
Operations and Works

-2-

July 26, 1988

- e) Upgrading of all streetlighting systems to reflect the octagonal black pole types as recommended in the City Core Concept Report.
- f) Resurfacing and minor widening of Sherwoodtowne Boulevard from Hurontario Street to Rathburn Road.
- g) Full intersection treatment at the Rathburn Road/City Centre Drive intersection, including traffic signals necessary due to the southbound to westbound ramp.
- h) Widening of Hurontario Street from Robert Speck Parkway to Sherwoodtowne Boulevard to provide a northbound turn lane.
- i) Installation of a storm sewer system on the east side of Hurontario Street from Street 'A' (an east-west street located between Hurontario Street and City Centre Drive immediately south of Rathburn Road) to an outlet in the Cooksville Creek to accommodate the needs of the previous City Hall site.

In addition, Street 'A' will be upgraded to an urban cross-section, thereby delaying the need to construct the eastbound to southbound ramp. The retention of Street 'A' was also necessary because of M.T.O. restrictions on the turning movements which would be permitted at the Hurontario Street - Sherwoodtowne Boulevard intersection.

The gross estimated cost of the contract tender for the Hurontario Street - Rathburn Road Interchange, including the additional work as outlined above, has now escalated to \$4.3 million, or \$1.9 million more than the approved gross budget.

The interchange project as presently designed is essential to accommodating traffic volumes which are anticipated within the City Centre Core area.

The additional funding requirement of \$1.9 million could be met as follows:

.../...

July 26, 1988

21(h)

- Deferral of the reconstruction of Kennedy Road from Eglinton Avenue to Matheson Boulevard (City and Subsidy funds) \$1.3 million
- Developer contribution to cover the cost of the storm sewer required to service the previous City Hall site. \$0.3 million
- Capital Contingency allocation \$0.3 million
- TOTAL \$1.9 million

Alternatively, the program for the Hurontario Street - Rathburn Road Interchange project could be phased into two separate undertakings. Phase I would be undertaken in 1988 at an estimated gross cost of \$2.4 million and would include all works north of Rathburn Road, as outlined below:

- a) Hurontario Street - Sherwoodtowne Boulevard intersection.
- b) Hurontario Street storm sewer installation for previous City Hall site.
- c) Highway #403 ramping works.
- d) The southbound to westbound Rathburn Road ramp.
- e) Resurfacing of Sherwoodtowne Boulevard.

Phase II would include the balance of the interchange works and would be identified in the 1989 Capital Program at a gross cost of \$1.9 million.

CONCLUSIONS:

Due to the high priority which has been assigned to the Hurontario Street - Rathburn Road Interchange project, the entire project should be tendered in 1988 and the budget provision for the project should be adjusted accordingly.

The revised budget required for this project is as follows:

	Original Budget (\$'000)	Revised Budget (\$'000)	Additional Funding Required (\$'000)
Gross Cost	2,400	4,300	+ 1,900
Subsidy	480	740	+ 260
Contribution	—	300	+ 300
Net City Cost	<u>1,920</u>	<u>3,260</u>	<u>+ 1,340</u>

2167

Chairman and Members of
Operations and Works

-4-

July 26, 1988

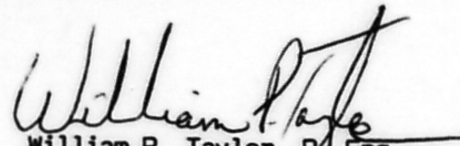
- 2) The additional \$1.9 million in gross funding should be allocated from the Kennedy Road project (\$1.3 million), the developer's contribution for servicing works associated with the previous City Hall site (\$0.3 million) and the Capital Contingency (\$0.3 million).

- RECOMMENDATION: a) That the entire Hurontario Street - Rathburn Road Interchange program be approved for tender sale in 1988.
- b) That the budget for the Hurontario Street - Rathburn Road Interchange facility be revised as follows:

(\$'000)

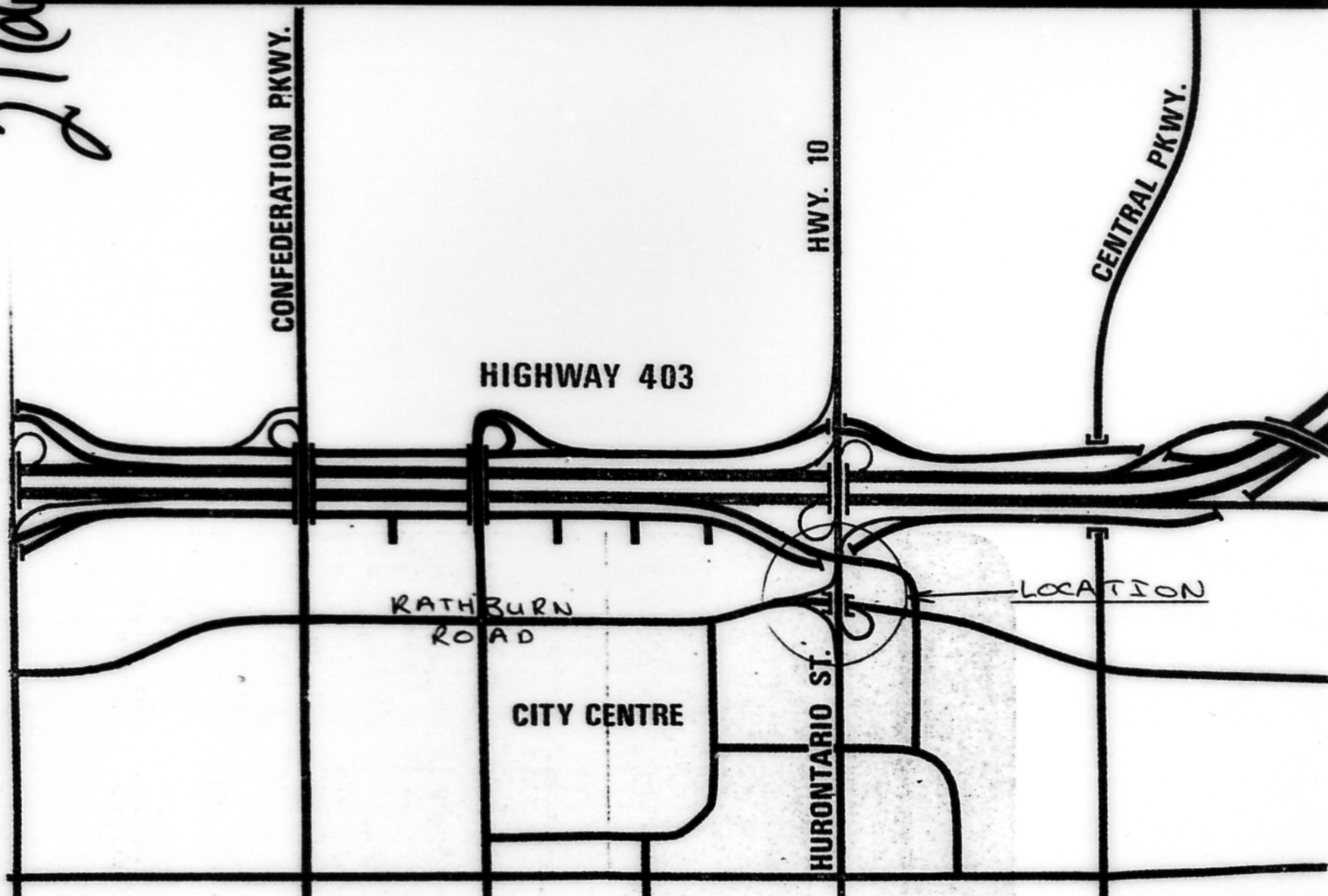
Gross Cost	4,300
Subsidy	740
Contribution	300
Net City Cost	<u>3,260</u>

- c) That \$300,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the Hurontario Street - Rathburn Road Interchange program.
- d) That the 1988 approved Capital Works project on Kennedy Road from Eglinton Avenue to Matheson Boulevard be deferred for consideration in the 1989 Budget.
- e) That \$1,040,000 in City funding approved for the reconstruction of Kennedy Road from Eglinton Avenue to Matheson Boulevard be returned to the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund and that the by-law necessary to transfer these funds be enacted.
- f) That \$1,040,000 be transferred from the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund to the Hurontario Street - Rathburn Road Interchange facility (17 111 88113) and that the by-law necessary to transfer these funds be enacted.


William P. Taylor, P. Eng.
Commissioner
Public Works

BES/dah
235E:97E

2162



AREA MAP



Corporate Report

22

OPERATIONS WORKS JUN 29 1988

OPERATIONS WORKS AUG 3 1988

Received by
Clerk's Dept.

Clerk's Files F.06.04.02

11 141 00045

11 161 00011

Originator's Files 13 211 00047

DATE: June 13, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works Department
SUBJECT: Parking Concerns - Netherbrae Road and Rexwood Road

ORIGIN: Councillor Frank McKechnie - Ward 5

BACKGROUND:

A number of inquiries have been made by residents of the Netherbrae Road area during the previous months with respect to the apparent need for extended on-street parking as well as parking prohibitions within this neighbourhood of the Malton community.

- (a) Mr. Richard Young, 7030 Netherbrae Road, presented a petition to City Council on May 24, 1988, requesting twelve (12) hour parking on Netherbrae Road.
- (b) Mr. Jerry Colarusso of 7033 Netherbrae Road, Unit 9, contacted Councillor McKechnie in April, 1988 requesting on-street extended parking on Netherbrae Road due to on-site parking shortages at his condominium residence. Mr. Colarusso is on the Board of Directors of the condominium association.
- (c) Mrs. Lorie Gillespie, 7030 Netherbrae Road, submitted a petition to Councillor McKechnie requesting on-street extended parking in September 1987.
- (d) Mrs. J. Ivanshyn of 6931 Darcel Avenue contacted Councillor McKechnie in September of 1987 requesting a one side parking prohibition on Rexwood Road due to overnight parking.

Public Works staff have monitored this area during the previous months and have been in contact with Councillor McKechnie in this regard. Parking Control staff have been contacted by residents on a number of occasions with respect to parking complaints and have issued parking tickets when necessary.

22(a)

COMMENTS:

Based on the review undertaken by Public Works staff and on information received from the complainants, an on-site parking deficiency is present at the condominiums located at 7030 and 7033 Netherbrae Road. A number of these townhouses front Netherbrae Road between Darcel Avenue and Rexwood Road where greater than 200% (2 spaces) on-site parking is available. However, those units located internally are deficient in parking with less than 200%. It is these residents who have requested on-street parking and who have received parking tickets for illegally parking on the roadway for periods longer than the permitted three (3) hour maximum.

In view of these deficiencies, the Public Works Department would normally be supportive of twelve (12) hour on-street parking, based on the Council approved criteria of less than 200% on-site parking without room for on-site expansion. However, it is unfortunate that neither Netherbrae Road nor Rexwood Road could support it. Netherbrae Road, although a four (4) lane roadway, has driveways located in such a manner that in most cases there is a maximum space of about five (5) metres (16 feet) between these driveways. Permitting vehicles to park, under these conditions would result in reduced sight lines, vehicles encroaching upon driveways and a contravention of By-Law 444-79 as amended, which prohibits parking within one (1) metre of a driveway. Further, Mississauga transit bus stops are present on both sides of Netherbrae Road south of Darcel Avenue which would be obstructed by parked vehicles.

Rexwood Road is a two-lane ditched roadway with soft sloping shoulders. Parked vehicles on this roadway have deteriorated the shoulders, created snow removal difficulties and reduce the level of safety.

CONCLUSION:

Although there is evidence of a need for additional parking space for a number of residents in the condominium developments at 7030 and 7033 Netherbrae Road, permitting extended on-street parking on this roadway would create problems for those residents fronting this street. Further, to ensure an adequate level of safety and to reduce the on-going damage to the shoulders and ditches of Rexwood Road, parking should be prohibited at anytime on both sides of this roadway.

6(h)
Chairman and Members of the
Operations and Works Committee

- 3 -

June 6, 1988.

- RECOMMENDATIONS:
- a) That extended twelve (12) hour parking not be implemented on Netherbrae Road as the placement of the driveways does not provide adequate area for the safe parking of vehicles.
 - b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

SB/edm
0812E/151E

Att.

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

22(h7)

Chairman and Members of the
Operations and Works Committee

- 3 -

June 6, 1988.

- RECOMMENDATIONS:
- a) That extended twelve (12) hour parking not be implemented on Netherbrae Road as the placement of the driveways does not provide adequate area for the safe parking of vehicles.
 - b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

SB/edm
0812E/151E

Att.

W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Corporate Report

Received by
Clerk's Dept.

MAY 4 1988

Clerk's Files

F.06.04.0:

Originator's
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11 161 00011

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OPERATION WORKS

MAY 11 1988

OPERATION WORKS

AUG 3 1988

DATE: April 29, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Parking Request - 3065 Lenester Drive.

ORIGIN: Councillor Culham. Report Request 201-87.

COMMENTS:

The Public Works Department has received a request from Councillor Culham to review the parking situation at the condominium complex at 3065 Lenester Drive. This complex consists of fifty-nine (59) residential units.

This review has determined that this site qualifies for consideration of long-term (12 hour maximum) on-street parking by having less than 200% on-site parking and no room for expansion. The only suitable on-street location can only accommodate approximately five vehicles. The specific location is on the north side of Lenester Drive, east of Lindenlea Drive as indicated on the attached plan. All other locations in the area have direct single family residential frontage. To accommodate this long-term on-street parking, a parking prohibition would be required on the south side of Lenester Drive from Lindenlea Drive easterly around the curve, to maintain two-way traffic.

This parking prohibition may inconvenience some area residents, however, it will maintain safe and effective traffic flow. Further, with only five parking spaces available, the residents of 3065 Lenester Drive are not guaranteed availability.

The complainant has also requested the use of visitors parking for tenants. Visitors parking is provided on-site, however, these spaces must be constantly maintained for visitors as stated in the City's Zoning By-law 5500.

CONCLUSION:

The Public Works Department supports the implementation of long-term (12 hour maximum) on-street parking, on the north side of Lenester Drive east of Lindenlea Drive, provided that a no parking anytime prohibition on the south side of Lenester Drive is implemented.

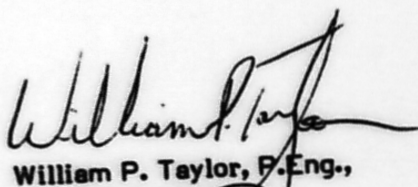
April 29, 1988.

23(a)

RECOMMENDATION:

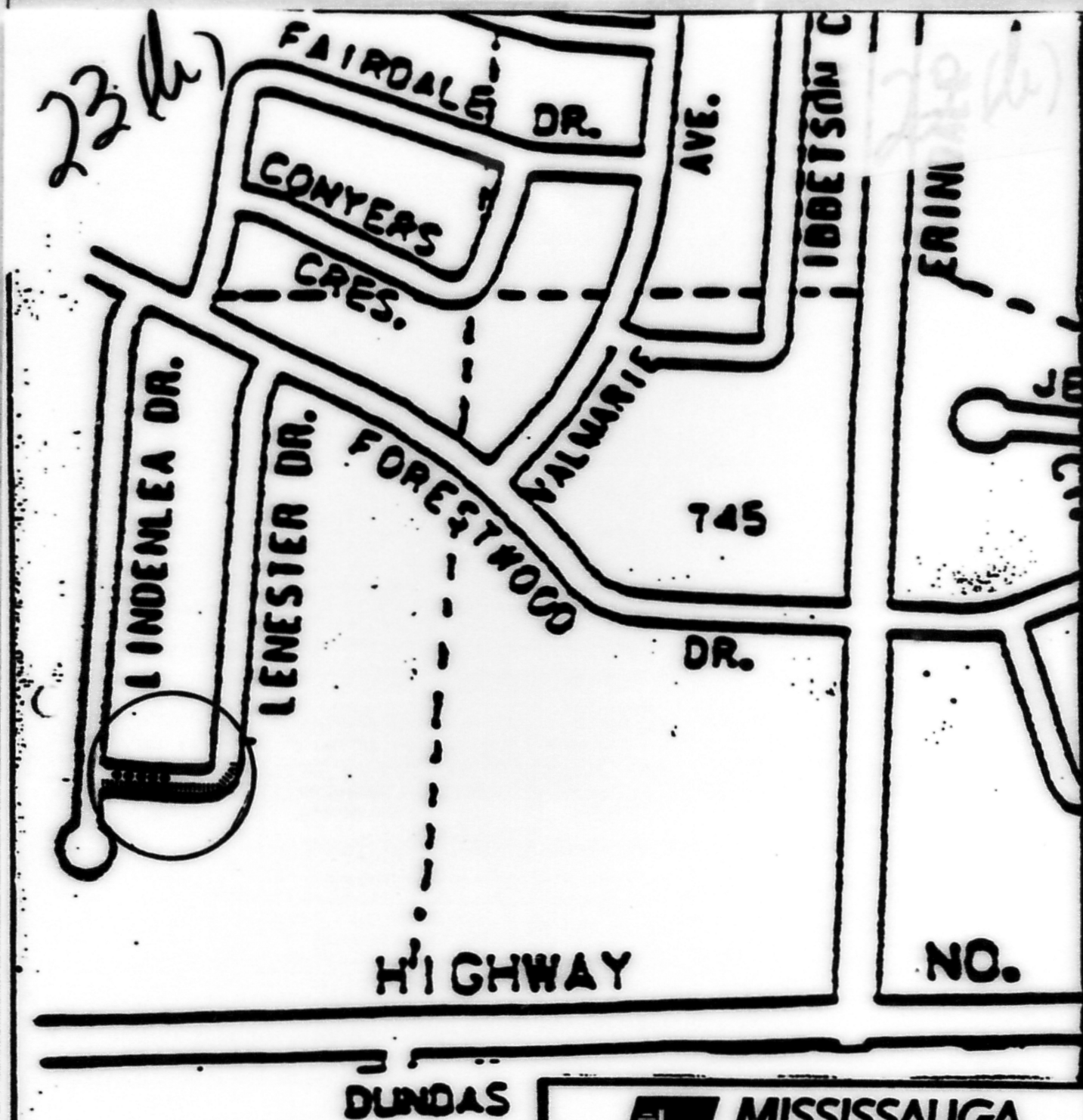
That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) Long-term (12 hour maximum) on-street parking on the north side of Lenester Drive, 15 metres east of Lindenlea Drive to a point 50 metres easterly thereof.
- (b) A "No Parking Anytime" prohibition on the south side of Lenester Drive between Lindenlea Drive and a point 101 metres easterly thereof.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

/BG/dab
0594E

C



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

- PROPOSED LONG TERM
12 HOUR MAXIMUM PARKING
- PROPOSED NO PARKING
ANYTIME PROHIBITION



Corporate Report

OPERATIONS WORKS

AUG 3 1988

Received by
Clerk's Dept.

JUL 25 1988

Clerk's Files

J.05-88043
A.02.03.02.07

Originator's
Files

11 141 00045
11 161 00011
17 211 82126-L

DATE: June 16, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: City of Mississauga Traffic Signal Timing Optimization Project - Phase I.

ORIGIN: Public Works.

BACKGROUND: The firm of Delcan Consulting Engineers was retained in November 1987 for the purpose of updating traffic signal timing plans to improve the progression on the City's arterial roads and thereby assist the motorists within the City. The first phase of this project was completed by March 31, 1988 and was subsidized at a 50% level by the Ministry of Transportation Ontario.

PRESENT STATUS: This project has been extended to Phase II, retaining the services of Delcan, again with a 50% subsidy allocation from Ministry of Transportation Ontario. This phase is to be completed by December 31, 1988.

COMMENTS: The Central Traffic Signal Control System facilitates vehicle traffic progression on the City's arterial roadway network. This is achieved by implementing a data base for the central computer system comprised of:

- "Cycle Lengths" - total time taken in seconds to serve all intersection phases;
- "Split Timings" - the amount of time within the "Cycle Length" assigned to a particular signal phase;
- "Offset Timings" - the time taken to travel between sets of traffic control signals.

.....2.

COMMENTS (Continued)

To determine the proper Cycle, Split and Offset timings for the central system data base there are various computer programs available called "Signal Timing Optimization" programs. The first task to be performed by Delcan was to determine the best program of those available to be utilized by the City of Mississauga. Very little analysis of the optimization packages had been completed in the Province of Ontario in recent years. It has now been concluded that the application of a combination of the available optimization programs best suits the requirements of the City's arterial roadway system.

During the first phase of the traffic signal timing optimization project the data base for a total of thirty-four (34) intersections was completed. These included signals on the section of Burnhamthorpe Road between The Credit Woodlands and Arista Way and on Hurontario Street between Eglinton Avenue and Paisley Boulevard. Before and after studies of these signals showed that the level of roadway service for motorists was improved as a result of the data base changes that were implemented.

The preparation and analysis of the computerized signal timing optimization programs is a very time consuming task to attain effective results. The process to update a change in data base includes the following:

- Assemble data and review traffic volumes.
- Model network and code data.
- Execute program and review output.
- Prepare and enter new data base to the Central Traffic Control System.
- Review and fine tune timings on-street.

It has been determined that a network size of seven (7) to ten (10) intersections is best for program management purposes. To perform the necessary programming procedures on a typical signal network for a specific event schedule requires a total of approximately twenty (20) man hours. This, expanded to the typical three (3) event schedules per day (a morning peak, off-peak and evening peak periods) for the three hundred and twenty (320) traffic control signals within the City of Mississauga, will require a total of approximately 2750 man hours or 390 man days.

.....3.

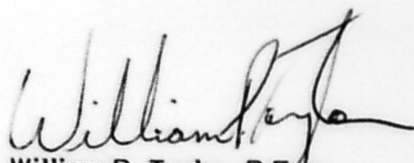
June 16, 1988. 24(h)

COMMENTS (Continued) Delcan has been retained by the City to continue the implementation of optimized signal timings. It is projected that an additional seventy (70) City jurisdiction intersections will receive updated data base during 1988.

The Regional Municipality of Peel has jurisdiction over one hundred and twenty-two (122) of the City's three hundred and twenty (320) signalized intersections. The Region is incorporating the same strategies on the development of optimized timing plans for the central traffic control system on their roadways. Additional Traffic Section staff have been added to the Region of Peel's existing complement assigned to the completion of a signal timing plan review. The staff of both municipalities are co-ordinating timing plans at intersections where both a City and Region roadway intersects.

CONCLUSIONS: The development of new signal timing plans for the central traffic signal control system is necessary for improving the level of service on the arterial roadway system.

RECOMMENDATION: That the report on the traffic signal timing optimization project Phase I be received.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Department.


0969E/28-30



Corporate Report

OPERATIONS/WORKS **AUG 3 1988**

Received by
Clerk's Dept. **JUL 26 1988**

Clerk's Files **F.06.04.05**

Originator's
Files
11 141 00045
11 161 00011
13 211 00059

DATE: June 27, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Proposed All-way Stop - Loyalist Drive/Huxley Drive

ORIGIN: Councillor Lane's office.

COMMENTS: The Public Works Department had conducted studies at the subject intersection in September 1987. Results indicated that an all-way stop was technically warranted, however, observations by Public Works personnel did not confirm this.

The intersection was again reviewed in May 1988 and once again all-way stop warrants were satisfied. Traffic volumes in this area are quite acceptable and delays to the side street (Huxley Drive) traffic are minimal. An all-way stop could therefore have a negative impact on traffic flow by imposing additional delays to vehicles travelling on Loyalist Drive, the through roadway.

During the studies, a number of residents commented on installing an all-way stop to control the perceived speeding on Loyalist Drive. However, this Department does not recommend that stop signs be erected for this purpose. Further, radar speed studies have indicated that there is not a serious speeding problem at this location.

CONCLUSION: Since much of the area is still under development it is safe to assume that traffic volumes will increase. Although traffic conditions are acceptable at this time, the all-way stop warrants are satisfied, therefore the controls should be implemented.

Chairman and Members of the
Operations and Works Committee

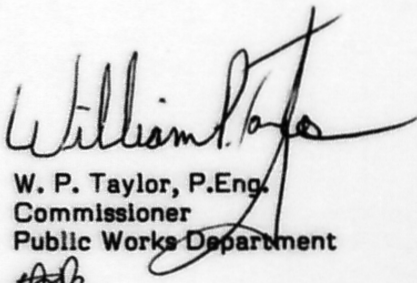
- 2 -

June 27, 1988

25(a)

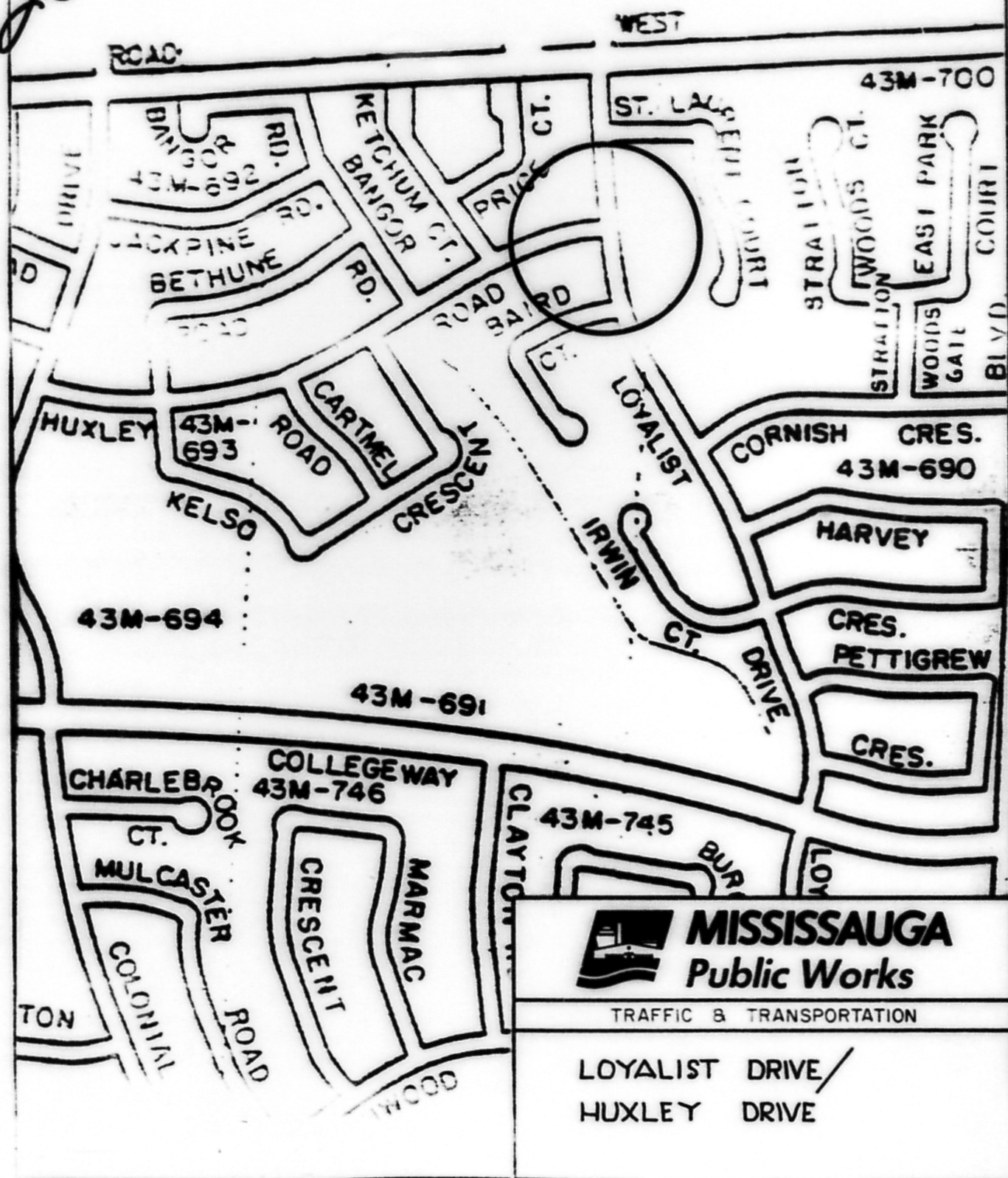
RECOMMENDATION:

That a By-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop at the intersection of Loyalist Drive and Huxley Drive.


W. P. Taylor, P.Eng.
Commissioner
Public Works Department


0694E

25(h)





Corporate Report

Received by JUL 26 1988

Clerk's Files F.06.04.05

AUG 3 1988

Originator's Files
11 141 00045
11 161 00011
13 211 00025

DATE: July 18, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request for All-way Stop - South Millway/Fifth Line West.

ORIGIN: Ms. E. Kirby with petition from residents of Peel Condominium Corporation No. 83, 2035 South Millway, Mississauga, L5L 1R7.

COMMENTS: The Public Works Department has received a petition to erect an all-way stop at the intersection of South Millway and Fifth Line West.

In response to this request, manual turning movement counts were conducted at this location on May 31, 1988 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Part 'A'	Volume from all approaches	335%
Part 'B'	Minor street volume	125%

Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is technically warranted at this location.

Only four collisions that would be considered correctable by the installation of an all-way stop, have occurred at this location since 1979. Further, radar speed studies indicated that there is no serious speeding problem.

CONCLUSION: Based on these results, an all-way stop is technically warranted and should be implemented at the intersection of South Millway and Fifth Line West.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement an all-way stop at the intersection of South Millway and Fifth Line West.

WPT
0594E

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

**SOUTH MILLWAY/
FIFTH LINE WEST**
PROPOSED ALL-WAY STOP



Corporate Report

Received by
Clerk's Dept.

Clerk's Files A.02.04.05.01

27

OPERATIONS/WORKS

AUG 3 1988

Originator's
Files

DATE: July 25, 1988

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Proposed Closure of part of Mississauga Road at the north-east
corner of Featherstone Drive, Part of Lot 46, R.C.P. 1003.

ORIGIN: Pinewood Home Construction Inc., Land Division Committee
Application "B" 64/88-M, Condition #4.

BACKGROUND: All of Lot 46 on Registrars Compiled Plan 1003, a designated 8.28
m (27 ft.) widening of Mississauga Road was acquired gratuitously
as a condition of land severance in January 1968 by the then
County of Peel and established as a road allowance by County
By-law # 2328.

COMMENTS: Jurisdiction over part of Mississauga Road wherein is located the
8.28 m (27 ft.) widening described as Lot 46 on Registrars
Compiled Plan 1003 was transferred to the City by the Regional
Municipality of Peel in 1979 by authorizing By-law 151-79. The
right-of-way width of Mississauga Road has been changed by the
City's Official Plan from a designated 3.0 m (100 ft.) Regional
Road to a 26 m. (86 ft.) municipal highway resulting in a surplus
portion of widening having a width of approximately 3.81 m
(approx. 12.5 ft.) by approximately 61 m (200 ft.).

Pursuant to Condition 4 of Land Division Committee Application
"B" 64/88-M the surplus road municipal widening is to be
incorporated in the processing of the Application which will result
in the creation of two detached building lots fronting on
Mississauga Road, each having a frontage of approximately 30.48
m (100 ft.) by a depth of 38.05 (125 ft.).

In keeping with City Policy, the adjoining owners are entitled to a
gratuitous conveyance of the road allowance provided that the
City is reimbursed all associated costs.

27(a)

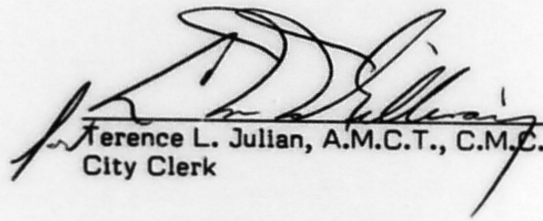
Operation and Works Committee

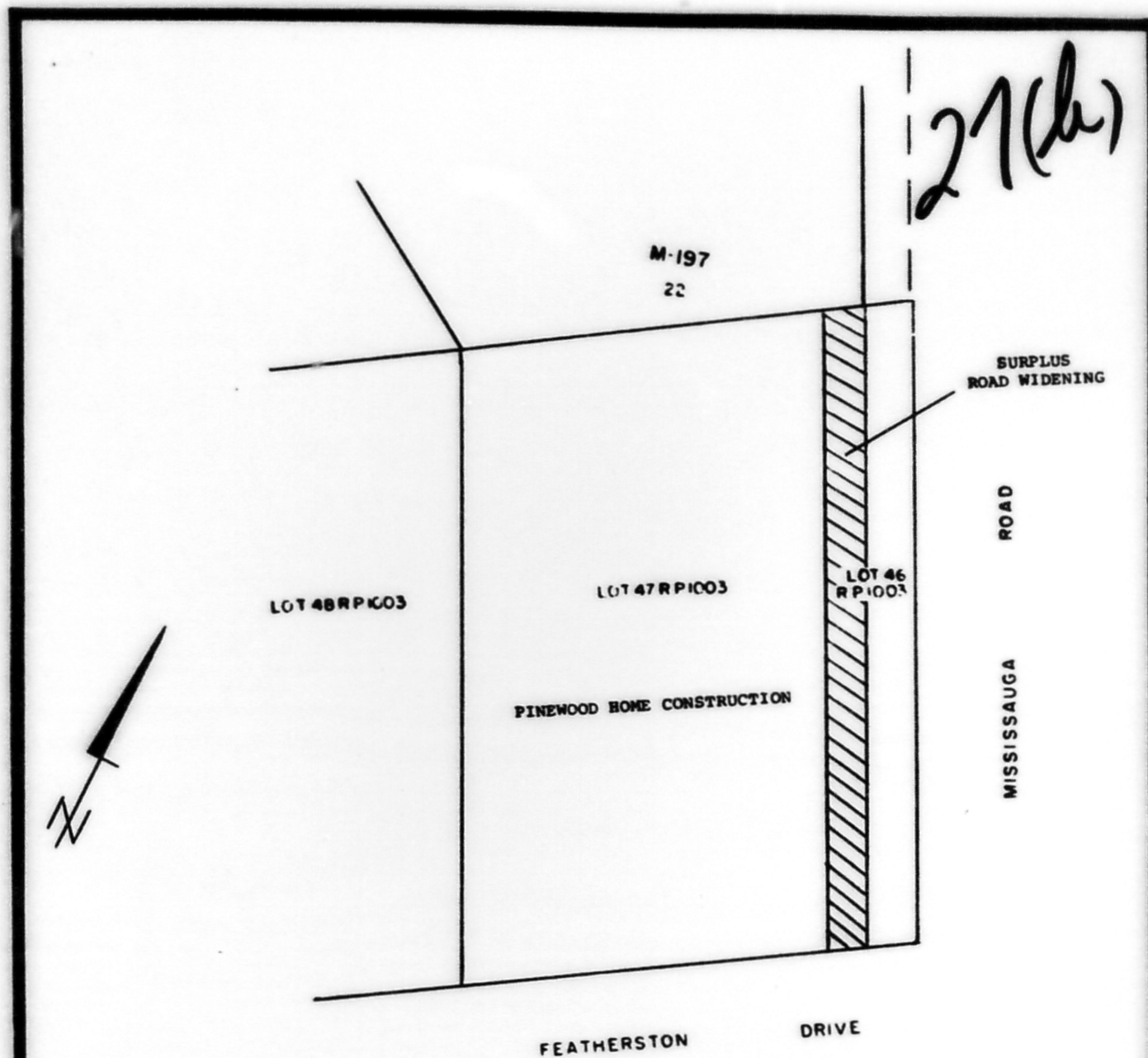
- 2 -

July 25, 1988

RECOMMENDATION: That the City Clerk be authorized to undertake the necessary procedures of stopping up part of Mississauga Road comprised of part of Lot 46 on Registrars Compiled Plan 1003 and that the stopped up part of Mississauga Road be conveyed to the adjoining owners provided that the City is reimbursed all costs incurred as a result of the closure and conveyance of the road.

PJS/mc


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk



MISSISSAUGA

**Clerk's Department
Realty Services**

Reconveyance of Surplus Road Widening
3.81 m (12.5 ft.)

FILE No. A.02.04.05.01



Ministry of Transportation
Ministère des Transports

(416) 224-7432

July 18, 1988

OPERATIONS/WORKS

AUG 3 1988

Ms. Linda Mailer,
Committee Co-Ordinator,
Operations and Works Committee,
City of Mississauga,
300 City Centre Drive,
Mississauga, Ontario,
L5B 3C1

Dear Ms. Mailer:

This is in reply to your letter of May 25, 1988 forwarded to us for response, concerning your request for Etobicoke and Mississauga directional signing on Highway 427 and Dundas Street.

Please be advised that directional signing for Etobicoke and Mississauga cannot be provided at the Highway 427 and Dundas Street interchange. All of Highway 427 falls within the boundaries of the City of Etobicoke, therefore every interchange currently serves Etobicoke.

It is not our Ministry's policy to provide directional signing to municipalities within Metropolitan Toronto. Due to the complexity and high travel speeds of an express/collector freeway such as Highway 427, only essential signing affecting the majority of motorists can be provided.

It is assumed that motorists will plan their trip by utilizing an official Ontario Road Map, which would indicate where the municipal boundaries lie in respect to each highway.

I trust the Ministry's position in this regard has been clarified, and regret your request cannot be granted.

Yours truly,

P.J. Coghill,
Senior Operations
Analyst.

PJC/dm

Central Region,
Traffic Section,
5000 Yonge Street,
Willowdale, Ontario,
M2N 6E9

RECEIVED

REGISTRY No.

DATE JUL 20 1988

FILE No. F.02.07

CLERK'S DEPARTMENT

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

JULY 12, 1988
A.03.04.01

29

REPORT NO. 6-88

OPERATIONS WORKS

AUG 3 1988

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its sixth report and recommends:

PVA-40-6-88 That amendments be adopted to Public Vehicle Licensing By-law 697-84, as amended, to facilitate the licensing of accessible vehicles, to provide integrated service primarily to disabled and elderly persons travelling to Pearson International Airport as mutually agreed upon with Transport Canada and encouraged by the Ministry of Transportation of Ontario.

L.08.04.05
(PVA-40-6-88)

- PVA-41-6-88
- a) That Transport Canada be requested to enforce, under their regulations, the requirements of roof lights, plates and numbers on taxicabs, operating to and from Lester B. Pearson International Airport.
 - b) That at the time of the next tariff review, a one year trial, 15% across the board tariff difference, be established between the tariffs of Taxicabs and Airport Public Transportation Vehicles, with the latter being the higher tariff, and that one year from the date of implementation, a Subcommittee composed of Public Vehicle Authority members be established and meet to determine the effects of this increase.
 - c) That the City of Mississauga incorporate a charge for stops enroute in the next flat rate map revision, and that this charge be the same as the rate charged on the Transport Canada flat rate map.

29(a)

- 2 -

May 10, 1988

- d) That the following guidelines be used when establishing the tariff rates for taxicabs and Airport Public Transportation Vehicle flat rate maps:

Charges of 70¢ and over - fare goes up to the next \$1

Charges from 50¢ to 69¢ - fare goes back to lower 50¢

Charges from 30¢ to 49¢ - fare goes up to next 50¢

Charges of 29¢ and under - fare goes back to lower \$1

L.08.02
(PVA-41-6-88)

PVA-42-6-88 That the Ontario Highway Transport Board and the Region of Peel be advised that the City of Mississauga has no objections to the proposed service by United Trails Inc. between Elmira, St. Jacobs, the City of Waterloo, the City of Cambridge, the Junction of Highway 401 and Highway 6 and the Municipality of Metropolitan Toronto via Regional Road 21, Highway 86, Regional Road 17, Highways 7 and 8 and Highway 401.

L.08.03.01
(PVA-42-6-88)

PVA-43-6-88 That the letter dated April 26, 1988, to Mayor H. McCallion, from Y. Zahavy, President, T.I.A. Limousine Operators Association, enclosing a letter from Lilly, Goldman, Barristers & Solicitors to all members of the Toronto Independent Livery Cab Group Inc., in reference to the Ontario Highway Transport Board Hearings, Federal Court Applications and Provincial Court Trials and Appeals, be received for information.

L.08.04.03
(PVA-43-6-88)

PVA-44-6-88 That the newspaper article from the April 15, 1988, edition of the Toronto Star entitled "Cab fares in Metro to rise 6%", be received for information.

L.08.02
(PVA-44-6-88)



Corporate Report

AUG 3 1988

OPERATIONS WORKS

MAR 3 8 1988

OPERATIONS WORKS

Received by
Clerk's Dept.

MAR 22 1988

Clerk's File

T-86100
F-02.07

Originator's
File

16 111 87202
12 111 00014
11 141 00045

DATE: February 29, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works.
SUBJECT: Proposed Street Names for Kaneff Subdivision, 21T-86100
(sketch attached)

ORIGIN: Public Works Department

COMMENTS: Team Three (424 Hensall Circle, Suite 104, Mississauga, Ontario, L5A 1X7) submitted the following names as proposed street names for the above subdivision.

Rosinante	Plumrose
Rosewell	Royal Rose
Rosanne	Woodrose
Roseford	Primrose
Monrose	Longrose
La Rose	Villa Rosa
Conrose	Roseborough
Rosevine	Rose Hill
Crystal Rose	Rose Bud
Silky Rose	Rosetown
Rosie	Montrose
Rosalind	Penrose
Bloomingrose	Dewey Rose
Rosewater	Edenrose
White Rose	Rosamond
Hillrose	Bellarosa
Newrosette	Roselawn
Dellrose	Melrose
Forest Rose	Wild Rose
Ivoryrose	Rosemont
Glenrose	Rose Haven
Gardenrose	Rosebush
Beckenrose	Red Rose
Inglrose	Roseland
Miarosa	Rose Bloom
Sterlingrose	Dusty Rose
Alpinrose	Roseglen
Spring Roses	
Angelrose	
Castlerose	
Eau de Rose	
Santa Rosa	

.....2

16 111 87202
12 111 00014
11 141 00045

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 24, 1988. The following names were approved.

- (a) Names approved subject to not using the suffix "Road".

Castlerose
Crystal Rose
Edenrose
Ivoryrose
Royal Rose
Santa Rosa
Silky Rose
Vanrose
Wild Rose

- (b) Subject to not using the suffixes "Court" and "Road".

Beckenrose
Bellarosa

- (c) Approved names without any restriction on the suffix.

Rose Bloom
Rose Haven
Roseborough
Rosebush
Roseglen
Rosewater

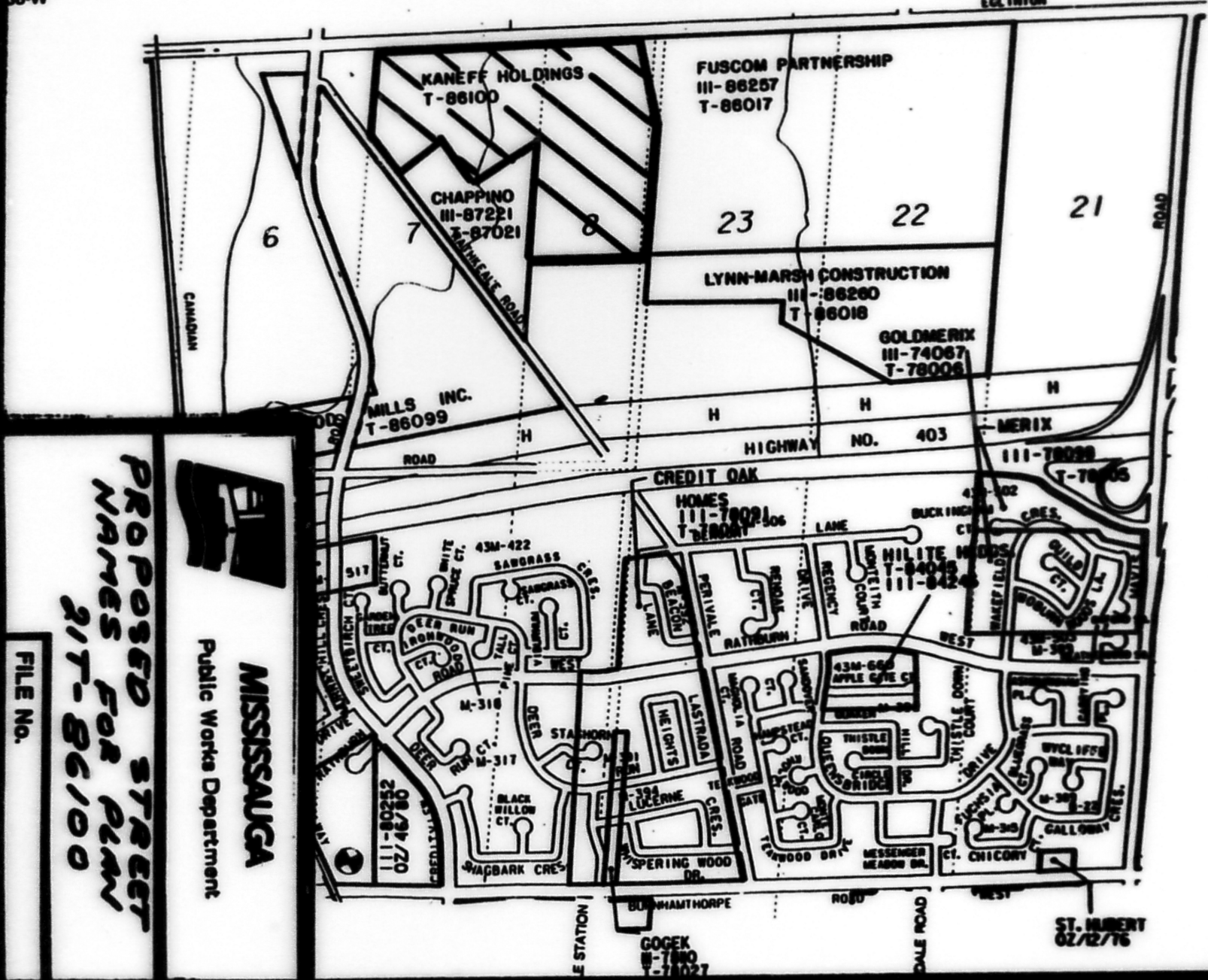
The other names were refused because of confusion with similar street names and pronunciation difficulties.

.....3

38-W

E

2-37-W



MISSISSAUGA
Public Works Department

**PROPOSED STREET
NAMES FOR PLAN
21T-86100**

FILE NO.

CITY OF MISSISSAUGA

MINUTES

MEETING FOURTEEN EIGHTY-EIGHT

NAME OF COMMITTEE:	OPERATIONS AND WORKS
DATE OF MEETING:	WEDNESDAY, AUGUST 3, 1988, 9:05 A.M.
PLACE OF MEETING:	RESOURCE LIBRARY, CIVIC CENTRE
MEMBERS PRESENT:	Councillor F. McKechnie Councillor H. Kennedy Councillor D. Cook Councillor D. Culham Councillor D. Lane Councillor T. Southorn (Chairman)
MEMBERS ABSENT:	NIL
OTHERS PRESENT:	Councillor P. Mullin Councillor M. Prentice Mayor H. McCallion (Ex-Officio)
STAFF PRESENT:	Mr. D.A. Lychak, City Manager Mr. K. Gillespie, Legal Department Mr. W.P. Taylor, Commissioner of Public Works Mr. A. McDonald, Director, Public Works Mr. K. Schipper, Director, Public Works Mr. B. McKee, Deputy Chief, Fire Department

INDEX - OPERATIONS AND WORKS COMMITTEE - AUGUST 3, 1988

DEPUTATIONS - 9:00 A.M.

A. Mr. Richard Young, 7030 Netherbrae Road
See Item 22
F.06.04.02

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	F.05.04.05	Mandatory Curbside Recycling
2.	L.02.02.02	Bingo Lottery Licensing - Bingo City Hall
3.	L.02.02	Bingo Lottery Licensing - Delta Bingo Hall
4.	A.02.03.03.12	Eaglebrook Environmental Corporation - Waste Disposal Transfer Site
5.	J.05.88038	Cooksville Creek - Flood Erosion Control Project - Paisley Boulevard to King Street
6.	J.05.88042	Meadowvale Pole Replacement - Consulting Services
7.	M-385.02 M-386.02	Erin Mills-Meadowvale West Neighbourhoods 310D and 310E - Assumption of Works
8.	F.02.07	Proposed Street Names - Natkarni Crescent
9.	T-88002 F.02.07	Rolls Holdings Subdivision - Proposed Street Names
10.	T-86084 F.02.07	Lostrock Subdivision - Proposed Street Names
11.	T-86032 F.02.07	Everlast Subdivision - Proposed Street Names
12.	T-87045 F.02.07	First Terragar Subdivision - Proposed Street Names
13.	T-86083 F.02.07	Sherwood Mills Subdivision - Proposed Street Names
14.	T-87066 F.02.07	N.M. Davis Subdivision - Proposed Street Names
15.	T-87021	Rathkeale Subdivision - Proposed Street Names

- | | | |
|-----|-----------------------------|--|
| 16. | T-87081
F.02.07 | Cantay Holdings Ltd. - Proposed Street Names |
| 17. | T-86031
F.02.07 | Marwood Properties Subdivision - Proposed Street Names |
| 18. | T-86087
F.02.07 | River Grove Development Subdivison - Proposed Street Names |
| 19. | T-86081 | Runnymede Industrial Park - Street Name Change |
| 20. | J.05.88000 | Various Road Projects - Consulting Assignments - Planning and Design |
| 21. | J.05.88010 | Hurontario Street - Rathburn Road Interchange Facility |
| 22. | F.06.04.02 | Netherbrae Road and Rexwood Road - Parking Concerns |
| 23. | F.06.04.02 | Lenester Drive - Parking |
| 24. | J.05.88043
A.02.03.02.07 | Traffic Signal Timing Optimization Project - Phase I |
| 25. | F.06.04.05 | Loyalist Drive/Huxley Drive - Proposed All-way Stop |
| 26. | F.06.04.05 | South Millway/Fifth Line West - Proposed All-way Stop |
| 27. | A.02.04.05.01 | Mississauga Road - Proposed Closure of the North-east Corner of Featherstone Drive |
| 28. | F.02.07 | Directional Signs - Highway 427/Dundas Street |
| 29. | A.03.04.01 | Report 6-88 - Public Vehicle Authority - July 12, 1988 |
| 30. | T-86100 | Kaneff Subdivision - Proposed Street Names |

MATTERS FOR CONSIDERATION:

1. Report dated July 28, 1988, from the Commissioner of Public Works with respect to the possibility of implementing mandatory curbside recycling.

Staff have contacted three municipalities to determine their experience in recycling. Staff have concluded that a mandatory recycling by-law would be effective in Mississauga at a future date in order to implement a wet/dry collection system as part of composting.

Staff are reviewing with the Region the feasibility of a wet/dry collection program in conjunction with a substantial composting program operated by the Region and are also investigating the available markets on a long-term basis which would make the recycling of mixed plastics and PET containers feasible.

In order to implement the foregoing it will be necessary to pass a by-law requiring mandatory recycling.

RECOMMENDATION:

That the City of Mississauga consider the need for mandatory recycling in conjunction with an expanded recycling program.

Members of Committee discussed this issue in detail with specific reference to improving current programs as opposed to implementing mandatory recycling. The main items of discussion were as follows:

- (a) increasing the participation in apartment buildings;
- (b) expanding the program to include industrial and commercial;
- (c) introducing the program in new subdivisions more quickly;
- (d) pilot projects currently underway to recycle plastics;
- (e) introducing positive incentives to recycle as opposed to making it mandatory;
- (f) proposed Provincial legislation to implement a deposit system on all soft drink containers.

August 3, 1988

With respect to new apartment buildings, Staff were requested to review the design to incorporate the capacity for future recycling.

The Commissioner of Public Works pointed out that the industry and technology is growing and changing very rapidly. It is a new area and one which requires considerable time.

It was pointed out that one of the major generators of garbage is the packaging of consumer goods and the Federal and Provincial Governments should be reviewing this carefully with a view to regulating the types of packaging.

Councillor Culham inquired if it would be possible for the City to purchase its own supply of blue boxes to be provided to the residents and recommended that Staff prepare a report in this regard.

Councillor Culham also pointed out that Mrs. Joan Phillips, the Executive Director of the Mississauga Clean City Campaign, had recently been to a conference on plastics recycling and recommended that Mrs. Phillips be invited to a future Committee meeting to discuss the latest information.

With respect to new residents, the Mayor requested that Public Affairs prepare a report on how they are advised of the City's recycling program and how they receive their blue box.

Following the discussion, the following amended motion was voted on and carried.

- (a) That the City of Mississauga consider the need for mandatory recycling in conjunction with an expanded recycling program.
- (b) That the Public Works Staff prepare a report for the Operations and Works Committee on the feasibility of the City purchasing its own stock of recycling boxes and providing the boxes upon request on a cost plus handling fee basis.
- (c) That the Public Works Staff prepare a resolution to be forwarded to the Province of Ontario urging the Government to institute a deposit system on soft drink containers at the earliest possible date.
- (d) That the Public Affairs Staff prepare a report for the Operations and Works Committee outlining the procedure by which new residences (in established and new areas) are advised of the City's refuse collection and recycling programs.
- (e) That Mrs. Joan Phillips, Executive Director, Mississauga Clean City Campaign, be invited to a future Operations and Works Committee to provide the Committee with the latest information on the status of recycling in general.

F.05.04.05

Amended

See Recommendation OW-293-88 (D. Culham)

2. Report dated July 14, 1988, from the Commissioner of Public Works regarding the renewal of the Lottery Licenses for the organizations that conduct bingo events at Bingo City Hall, 60 Dundas Street East.

Licensing Staff have reviewed the administrative costs and profit percentages with respect to the Provincial guidelines established in the terms and conditions under which a license is issued.

The figures provided by the licensed organizations were evaluated and used to place the respective organizations into two categories (refer to List "A" and "B").

The organizations on List "A" meet the established guidelines and are being recommended for renewal.

The organizations on List "B" have failed to consistently meet all the requirements and are being recommended for conditional renewal provided that their averages improve over a period. Any future renewals should be dependant upon the organizations meeting the requirements for profit and costs set out in the Provincial guidelines.

RECOMMENDATION:

- (a) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "A" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated.
- (b) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "B" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated for an additional six (6) month trial period on the condition that the organizations improve the administrative cost and profit percentages to meet the Provincial guidelines within such trial period.

RECOMMENDATION:

- (a) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "A" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated.
- (b) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "B" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated for an additional six (6) month trial period on the condition that the organizations improve the administrative cost and profit percentages to meet the Provincial guidelines within such trial period.

L.02.02.02

Approved

See Recommendation OW-294-88 (H. McCallion)

3. Report dated July 15, 1988, from the Commissioner of Public Works regarding applications for Municipal Bingo Licenses to operate bingo events at the Delta Bingo Hall, 1250 South Service Road. The applicant organizations are based in Mississauga and are eligible for licenses to raise funds through lottery operations.

RECOMMENDATION:

That Bingo Lottery Licenses be approved for the following organizations to conduct bingo lottery events at the Delta Bingo Hall, 1250 South Service Road for the remainder of 1988 on the days and times noted:

<u>ORGANIZATION</u>	<u>FREQUENCY</u>	<u>TIME</u>
Mississauga Choral Society	Every Sunday	Matinee (1:00 - 3:00 pm)
Mississauga Junior Lacrosse	2nd/4th/5th Sunday	Late Night (10:30 pm - 1:15 am)
Knights of Columbus Council 9612	1st/3rd Sunday	Late Night (10:30 pm - 1:15 am)
Knights of Columbus Council 8668	2nd Saturday	Late Night (10:30 pm - 1:15 am)

L.02.02

Approved

See Recommendation OW-295-88 (H. McCallion)

4. Report dated June 28, 1988, from the Commissioner of Public Works with respect to an application for a Certificate of Approval for a Waste Disposal Site (Transfer) by Eaglebrook Environmental Corporation located at 2650 Royal Windsor Drive, Mississauga.

The Operations and Works Committee on January 27, 1988, recommended that a hearing be held on this application; however, Council at its meeting on February 8, 1988, recommended that it be deferred and referred to the Region of Peel.

This item has been reviewed by the Region and Regional Council passed a resolution advising the Ministry of the Environment that a hearing is not required.

RECOMMENDATION:

That the Ministry of the Environment be advised that the City of Mississauga does not request a hearing on the application submitted by Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 2650 Royal Windsor Drive, Mississauga.

A.02.03.03.12

Approved

See Recommendation OW-296-88 (F. McKechnie)

5. Report dated July 21, 1988, from the Commissioner of Public Works with respect to the proposed flood protection works by the C.V.C.A. on the Cooksville Creek immediately north of Paisley Boulevard to provide for a 100 year flood.

As a result of land negotiations, Mr. J. Humenluk, who represents some six properties, requests that the works be extended upstream through his properties and enlarged. Mr. Humenluk is prepared to dedicate the required land and to contribute \$48,000 in the form of a Letter of Credit.

RECOMMENDATION:

- (a) That the channelization works on Cooksville Creek from 160 metres north of Paisley Boulevard to King Street be enlarged to handle a 100 year storm event through Mr. Humenluk's lands provided that he agrees to dedicate the required lands gratuitously and to contribute \$48,000 to cover the cost of upgrading the channel from a 25 year to a 100 year storm capacity.
- (b) That the 1988 Capital Budget for the channelization of the Cooksville Creek be revised as follows:
- | | |
|---------------|------------------|
| Gross Cost | \$273,000 |
| Contribution | <u>48,000</u> |
| Net City Cost | <u>\$225,000</u> |
- (c) That the Credit Valley Conservation Authority be requested to carry out the channelization works on the City's behalf in on conjunction with their flood protection works at Paisley Boulevard.

J.05.88038

Approved

See Recommendation OW-297-88 (H. Kennedy)

6. Report dated May 31, 1988, from the Commissioner of Public Works regarding the hiring of McCormick Rankin and Associates for the estimated sum of \$50,000 for the design, preparation of contract documents and administration of the contract to replace the decorative Corten steel poles in Meadowvale.

The Operations and Works Committee on June 15, 1988, approved the recommendation; however, Council, at its meeting on June 27, 1988, at the request of the Commissioner of Public Works, deferred the matter to this meeting.

Mr. Taylor advised that Hydro Mississauga have tendered the work and, therefore, the Agreement with McCormick Rankin and Associates is not necessary.

J.05.88042

Withdrawn

7. Report dated July 20, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhoods 310D and 310E, Plans M-385, and M-386 located north of Britannia Road West and west of Winston Churchill Boulevard.

The subject developments consist of 244 residential lots and 5 residential blocks. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned plans. The remaining securities in the amounts of \$844,322.95 should be released to the developer, Cadillac Fairview Corporation Limited.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 310D and 310E, Plans M-385 and M-386, located north of Britannia Road West and west of Winston Churchill Boulevard.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-385 and M-386 (currently valued at \$844,322.95) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plans M-385 and M-386 as public highways and part of the municipal system of the City of Mississauga.

M-385.02
M-386.02

Approved

See Recommendation OW-298-88 (D. Culham)

8. Report dated July 11, 1988, from the Commissioner of Public Works regarding the following street names proposed by Councillor David Culham:

Jerath Crescent Mundi Road Adophia Court Natkarni Crescent

The Street Name Committee reviewed these proposed street names and the name "Natkarni Crescent" was approved.

Mundi Road was rejected because of a similar street name in Mississauga being "Munden Road". The streets named "Jerath Crescent" and "Adophia Court" were not duplicated, however the Committee felt there would be potential difficulties with the spelling and that there could be some confusion during an emergency situation,

RECOMMENDATION:

That "Nadkarni Crescent" be approved and placed on the City of Mississauga approved street name list for use within a new plan of subdivision.

F.02.07

Approved

See Recommendation OW-299-88 (D. Culham)

9. Report dated June 21, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Rolls Holdings Subdivision:

Administration	Admiral	Aventura
Alliance	Capital	Kingsway
Nulon	Oakmont	Omega
Omni	Queensborough	Sterling
Trilon	University	

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988. Some of the names were refused because of confusion with similar street names which presently exist in the Region of peel.

RECOMMENDATION:

That the following names be approved as street names for the Rolls Holdings Subdivision (T-88002 - located east of Hurontario Street and south of Derry Road East):

Administration	Admiral
Aventura	Alliance
Capital	Oakmont
Omni	Queensborough
Trilon	University

T-88002
F.02.07

Approved

See Recommendation OW-300-88 (F. McKechnie)

10. Report dated June 23, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Lostrook Subdivision:

Systems Export Topflight Governor

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and the name "Governor" was not approved because there is already an existing street with this name in the City of Brampton.

RECOMMENDATION:

That the following names be approved as street names for the Lostrock Subdivision (T-86084 - located east of Hurontario Street and north of Derry Road East):

Export Systems Topflight

T-8084
F.02.07

Approved

See Recommendation OW-301-88 (F. McKechnie)

11. Report dated June 23, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Everlast Subdivision:

Secretariat Everlast Developers

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and the name "Secretariat" was approved. The names "Everlast" and "Developers" were rejected because of similar street names already existing in the Region of Peel.

RECOMMENDATION:

That the name "Secretariat" be approved as a street name for the Everlast Subdivision (T-86032 - located east of Kennedy Road and north of Derry Road East).

T-86032
F.02.07

Approved

See Recommendation OW-302-88 (F. McKechnie)

12. Report dated July 5, 1988, from the Commissioner of Public Works regarding the proposed street names for First Terragar Subdivision.

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and some of the names were refused because of confusion with similar street names, spelling and pronunciation difficulties.

August 3, 1988

RECOMMENDATION:

That the following names be approved as street names for the First Terragar Subdivision (T-87045 - located east of Tenth Line West and north of Britannia Road West):

Petrel	Bobwhite	Pigeon
Brown Creeper	Pintail	Canary
Piping Plover	Catbird	Pipit
Chat	Puffin	Clapper Rail
Quawk	Cormorant	Rufous
Crow	Sage Thrasher	Duck
Shearwater	Gadwall	Shrike
Godwit	Siskin	Goosander
Skimmer	Goshawk	Snowflake
Grackle	Spruce Grouse	Grassquit
Stilt	Haglet	Swan
Junco	Swift	Kinglet
Teal	Kite	Thrush
Kittiwake	Towhee	Lapwing
Veery	Limpkin	Wamp
Longspur	Warbler	Magpie
Wavey	Nighthawk	Whimbrel
Nutcracker	Widgeon	Wren

T-87045
F.02.07

Approved

See Recommendation OW-303-88 (F. McKechnie)

13.

Report dated July 5, 1988, from the Commissioner of Public Works regarding proposed street names for the Sherwood Mills Subdivision. This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and some of the names refused because of confusion with similar street names and the number of names starting with "Mill, New, and West."

RECOMMENDATION:

That the following names be approved as street names for the Sherwood Mills Subdivision (T-86083, located north of Eglinton Avenue West and east of Creditview Road):

Buttermilk	North Mill
East Mill	Sherwood Mills
Grist Mill	Silverwater Mill
Timber Mill	

T-86083
F.02.07

Approved

See Recommendation OW-304-88 (F. McKechnie)

14. Report dated July 5, 1988, from the Commissioner of Public Works regarding the following proposed street names for N. M. Davis Subdivision:

Superior
Tradition

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and both street names were approved.

RECOMMENDATION:

That the names "Superior" and "Tradition" be approved as street names for the N. M. Davis Subdivision (T-87066 - located west of Kennedy Road and south of Derry Road East).

T-87066
F.02.07

Approved

See Recommendation OW-305-88 (F. McKechnie)

15. Report dated July 5, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Rathkeale Subdivision:

Cherry
Beauty Bush
Weeping Willow
Weeping Cherry

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of June 9, 1988 and the name "Cherry" was not approved because a street with this name already exists in the Town of Caledon.

RECOMMENDATION:

That the following names be approved as street names for the Rathkeale Subdivision (T-87021 - located east of Creditview Road and south of Eglinton Avenue West):

Beauty Bush
Weeping Willow
Weeping Cherry

T-87021
F.02.07

Approved

See Recommendation OW-306-88 (D. Culham)

16. Report dated July 14, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Cantay Holdings Ltd. Subdivision:

Auburn

Pendant

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of July 6, 1988 and the name "Pendant" approved. The name "Auburn" was not approved because of a similar street name existing in the Region of Peel.

RECOMMENDATION:

That the name "Pendant" be approved as a street name for the Cantay Holdings Inc. Subdivision (T-87081 - located east of Hurontario Street and north of Highway No. 401).

T-87081
F.02.07

Approved

See Recommendation OW-307-88 (F. McKechnie)

17. Report dated July 14, 1988, from the Commissioner of Public Works regarding the proposed street names for the Marwood Properties Subdivision.

Bormark
Maxco
Transmark

Jaymax
Topaz

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of July 6, 1988 and some of the names were not approved because of similar street names already existing in the Region of Peel.

RECOMMENDATION:

That the following names be approved as street names for the Marwood Properties Subdivision (T-86031 - located south of Derry Road East and east of Kennedy Road):

Bormark
Topaz (without the suffix "Way")
Transmark

T-87081
F.02.07

Approved

See Recommendation OW-308-88 (F. McKechnie)

August 3, 1988

18. Report dated July 14, 1988, from the Commissioner of Public Works regarding the following proposed street names for the River Grove Development Corporation Subdivision:

Anasgrove	Prosper	Barnswallow
Razorbill	Blueheron	Red Oak
Bluewing	Remington	Chicopee
Silverswan	Condor	Tanglewood
Crane	Tern	Greenfinch
Wesson	Hurst	Westoak
Liberty	Wheatland	Lilac
Whitehorn	Loonlake	Whitetail
Magpie	Winchester	Midgreen
Woodstar	Newhatch	

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of July 6, 1988 and some of the names were not approved because of confusion with similar street names or spelling and pronunciation difficulties.

RECOMMENDATION:

That the following names be approved as street names for the River Grove Development Corporation Subdivision (T-86087 - located north of Eglinton Avenue West and west of Second Line West):

Barnswallow	Prosper
Blueheron	Razorbill
Condor	Remington
Hurst	Wesson
Loonlake	Wheatland
Midgreen	Whitehorn

T-86087
F.02.07

Approved

See Recommendation OW-309-88 (F. McKechnie)

19. Report dated July 22, 1988, from the Director of Business Development regarding changing the name of "Tanjo Court" to "Howe Court."

Runnymede Development Corporation and the City as part of the 1988 Mississauga Business Show offered as a draw prize the opportunity to name a street in a new business park.

The submission has been reviewed by the Peel Street Names Committee and approved for use in the Runnymede Industrial Development.

RECOMMENDATION:

That the street name of Tanjo Court be changed to Howe Court in the Runnymede Industrial Park (T-86081 - Winston Churchill Boulevard and Highway 401).

T-86081
F.02.10.01

Approved

See Recommendation OW-310-88 (F. McKechnie)

20. Report dated July 26, 1988, from the Commissioner of Public Works regarding Consulting Assignments for the Planning and Design of Various Road Projects.

The 1988 Capital Budget and Forecast includes a number of road construction projects whose planning and design should be proceeded with at this time. The following projects fall into this category:

Matheson Boulevard/Renforth Drive Grade Separation

Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue

Widening of Hurontario Street from Highway 401 to the north City limits

Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street

A brief review of staff workload indicates that the above five projects cannot be carried out by existing staff without serious and unacceptable delays to other on-going work. As a result, consultants should be engaged to carry out the necessary work.

RECOMMENDATION:

- (a) That the budget for the planning and design of the following road construction projects be approved and proposals from Consulting Engineering firms be requested for the planning and design assignments as follows:

Matheson Boulevard/Renforth Drive Grade Separation	\$225,000
Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427	200,000
Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue	150,000
Widening of Hurontario Street from Highway 401 to the north City limits	75,000
The Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street	<u>150,000</u>
TOTAL	\$800,000

- (b) That the amount of \$800,000 be allocated from the unallocated balance of the New John Doe Roads account within the General Municipal Development Reserve Fund and that the necessary by-law to transfer these funds be enacted, and

J.05.88000

Approved

See Recommendation OW-311-88 (F. McKechnie)

21. Report dated July 26, 1988, from the Commissioner of Public Works regarding the Hurontario Street/Rathburn Road Interchange facility.

The program to provide for an interchange facility at Hurontario Street - Rathburn Road was approved in the 1988 Capital Budget at a gross cost of \$2.4 million dollars. The cost was set on the basis of a previous transportation study carried out for the area.

This project was to include the construction of ramps at the north west, south west and south east quadrants of the site and the associated culvert extension at the Cooksville Creek.

Totten Sims & Hubicki Ltd. was the engineering consultant selected to prepare the planning and design of the project to the stage of contract tender sale. During the design preparation, a number of options were reviewed and the adopted design was greatly expanded from that initially contemplated.

The interchange project as presently designed is essential to accommodating traffic volumes which are anticipated within the City Centre Core area.

The additional funding requirement of \$1.9 million could be met as follows:

- Deferral of the reconstruction of Kennedy Road from Eglinton Avenue to Matheson Boulevard (City and Subsidy funds) - \$1.3 million
- Developer contribution to cover the cost of the storm sewer required to service the previous City Hall site - \$0.3 million
- Capital Contingency allocation - \$0.3 million

Alternatively, the program for the Hurontario Street - Rathburn Road Interchange project could be phased into two separate undertakings. Phase I would be undertaken in 1988 at an estimated gross cost of \$2.4 million and would include all works north of Rathburn Road. Phase II would include the balance of the interchange works and would be identified in the 1989 Capital Program at a gross cost of \$1.9 million.

Due to the high priority which has been assigned to the Hurontario Street - Rathburn Road Interchange project, the entire project should be tendered in 1988 and the budget provision for the project should be adjusted accordingly.

RECOMMENDATION:

- (a) That the entire Hurontario Street - Rathburn Road Interchange program be approved for tender sale in 1988.
- (b) That the budget for the Hurontario Street - Rathburn Road Interchange facility be revised as follows:

	(\$'000)
Gross Cost	4,300
Subsidy	740
Contribution	300
Net City Cost	3,260

- (c) That \$300,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the Hurontario Street - Rathburn Road Interchange program and that the by-law necessary to transfer these funds be enacted.
- (d) That the 1988 approved Capital Works project on Kennedy Road from Eglinton Avenue to Matheson Boulevard be approved for inclusion in the 1989 Budget.
- (e) That \$1,040,000 in City funding approved for the reconstruction of Kennedy Road from Eglinton Avenue to Matheson Boulevard be returned to the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund and that the by-law necessary to transfer these funds be enacted.
- (f) That \$1,040,000 be transferred from the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund to the Hurontario Street - Rathburn Road Interchange facility (17 111 88113) and that the by-law necessary to transfer these funds be enacted.

Members of Committee expressed concern about the considerable median which would be created by the proposed design of this facility and questioned what type of landscaping would be provided and how it would be maintained. Staff were requested to review this proposal and report back to the Committee.

Councillor McKechnie also noted that Kennedy Road was deferred for consideration to the 1989 budget but had already been approved in the 1988 budget. Councillor McKechnie requested that words "be deferred for consideration" be replaced with "be approved for consideration".

The motion as amended was voted on and carried.

J.05.88010

Amended

See Recommendation OW-312-88 (F. McKechnie)

22. Report dated June 13, 1988, from the Commissioner of Public Works in response to a number of inquiries made by residents of the Netherbrae Road area with respect to the apparent need for extended on-street parking as well as parking prohibitions within this neighbourhood of the Malton community.
- (a) Mr. Richard Young, 7030 Netherbrae Road, presented a petition to City Council on May 24, 1988, requesting twelve (12) hour parking on Netherbrae Road.
 - (b) Mr. Jerry Colarusso of 7033 Netherbrae Road, Unit 9, contacted Councillor McKechnie in April, 1988 requesting on-street extended parking on Netherbrae Road due to on-site parking shortages at his condominium residence. Mr. Colarusso is on the Board of Directors of the condominium association.
 - (c) Mrs. Lorie Gillespie, 7030 Netherbrae Road, submitted a petition to Councillor McKechnie requesting on-street extended parking in September 1987.
 - (d) Mrs. J. Ivanshyn of 6931 Darcel Avenue contacted Councillor McKechnie in September of 1987 requesting a one side parking prohibition on Rexwood Road due to overnight parking.

Public Works staff have monitored this area during the previous months and have been in contact with Councillor McKechnie in this regard. Parking Control staff have been contacted by residents on a number of occasions with respect to parking complaints and have issued parking tickets when necessary.

Although there is evidence of a need for additional parking space for a number of residents in the condominium developments at 7030 and 7033 Netherbrae Road, permitting extended on-street parking on this roadway would create problems for those residents fronting this street. Further, to ensure an adequate level of safety and to reduce the on-going damage to the shoulders and ditches of Rexwood Road, parking should be prohibited at anytime on both sides of this roadway.

RECOMMENDATION:

- (a) That extended twelve (12) hour parking not be implemented on Netherbrae Road as the placement of the driveways does not provide adequate area for the safe parking of vehicles.
- (b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

Mr. Richard Young of 7030 Netherbrae Road was scheduled to appear before the Committee; however, prior to the meeting he advised that he would not be able to attend the meeting.

Councillor McKechnie advised that he had reviewed this situation in great deal with the residents and Staff and recommended that the extended parking be permitted. This motion was voted on and carried.

F.06.04.02

Amended

See Recommendation OW-313-88 (F. McKechnie)

23. Report dated April 29, 1988, from the Commissioner of Public Works regarding long term on street parking on Lenester Drive. This report was considered by the Committee on May 11, 1988, and was referred to the Area Representative, Councillor D. Culham, for further review.

Councillor Culham advises that he has reviewed the recommendation and spoken to the residents in the area.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement the following:

- (a) permit long term (12 hour maximum) on street parking on the north side of Lenester Drive, 15 metres east of Lindenlea Drive to a point 50 metres easterly thereof;
- (b) provide a "no parking anytime" prohibition on the south side of Lenester Drive between Lindenlea Drive and a point 101 metres easterly thereof.

F.06.04.02

Approved

See Recommendation OW-314-88 (D. Culham)

24. Report dated June 16, 1988, from the Commissioner of Public Works regarding the Traffic Signal Timing Optimization Project - Phase I.

The firm of Delcan Consulting Engineers was retained in November 1987 for the purpose of updating traffic signal timing plans to improve the progression on the City's arterial roads and thereby assist the motorists within the City. The first phase of this project was completed by March 31, 1988 and was subsidized at a 50% level by the Ministry of Transportation Ontario.

This project has been extended to Phase II, retaining the services of Delcan, again with a 50% subsidy allocation from Ministry of Transportation Ontario. This phase is to be completed by December 31, 1988.

The development of new signal timing plans for the central traffic signal control system is necessary for improving the level of service on the arterial roadway system.

RECOMMENDATION:

That the report dated June 16, 1988, from the Commissioner of Public Works regarding the traffic signal timing optimization project Phase I be received.

J.05.88043
A.02.03.02.07

Received

See Recommendation OW-315-88 (H. Kennedy)

25. Report dated June 27, 1988, from the Commissioner of Public Works regarding a proposed All-way Stop at Loyalist Drive/Huxley Drive.

The Public Works Department had conducted studies at the subject intersection in September 1987. Results indicated that an all-way stop was technically warranted, however, observations by Public Works personnel did not confirm this.

The intersection was again reviewed in May 1988 and once again all-way stop warrants were satisfied. Traffic volumes in this area are quite acceptable and delays to the side street (Huxley Drive) traffic are minimal. An all-way stop could therefore have a negative impact on traffic flow by imposing additional delays to vehicles travelling on Loyalist Drive the through roadway.

During the studies, a number of residents commented on installing an all-way stop to control the perceived speeding on Loyalist Drive. However, this Department does not recommend that stop signs be erected for this purpose. Further, radar speed studies have indicated that there is not a serious speeding problem at this location.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to provide for an all-way stop at the intersection of Loyalist Drive and Huxley Drive.

F.06.04.05

Approved

See Recommendation OW-316-88 (D. Lane)

26. Report dated July 18, 1988, from the Commissioner of Public Works regarding a request for an All-way Stop at South Millway/Fifth Line West.

In response to this request, manual turning movement counts were conducted at this location on May 31, 1988 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak hours. Since both parts 'A' and 'B' have fulfilled the minimum requirement of 100%, an all-way stop is technically warranted at this location.

Only four collisions that would be considered correctable by the installation of an all-way stop, have occurred at this location since 1979. Further, radar speed studies indicated that there is no serious speeding problem.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement an all-way stop at the intersection of South Millway and Fifth Line West.

F.06.04.05

Approved

See Recommendation OW-317-88 (D. Lane)

27. Report dated July 25, 1988, from the City Clerk regarding the proposed closure of part of Mississauga Road at the north-east corner of Featherstone Drive.

All of Lot 46 on Registrars Compiled Plan 1003, a designated 8.28 m (27 ft.) widening of Mississauga Road was acquired gratuitously as a condition of land severance in January 1968 by the then County of Peel and established as a road allowance by County By-law # 2328.

Jurisdiction over part of Mississauga Road wherein is located the 8.28 m (27 ft.) widening described as Lot 46 on Registrars Compiled Plan 1003 was transferred to the City by the Regional Municipality of Peel in 1979 by authorizing By-law 151-79. The right-of-way width of Mississauga Road has been changed by the City's Official Plan from a designated 3.0 m (100 ft.) Regional Road to a 26 m. (86 ft.) municipal highway resulting in a surplus portion of widening having a width of approximately 3.81 m (approx. 12.5 ft.) by approximately 61 m (200 ft.).

Pursuant to Condition 4 of Land Division Committee Application "B" 64/88-M the surplus road municipal widening is to be incorporated in the processing of the Application which will result in the creation of two detached building lots fronting on Mississauga Road, each having a frontage of approximately 30.48 m (100 ft.) by a depth of 38.05 (125 ft.).

In keeping with City Policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures of stopping up part of Mississauga Road comprised of part of Lot 46 on Registrars Compiled Plan 1003 and that the stopped up part of Mississauga Road be conveyed to the adjoining owners provided that the City is reimbursed all costs incurred as a result of the closure and conveyance of the road.

A.02.04.05.01

RECOMMEND ADOPTION

28. Letter dated July 18, 1988, from Mr. P.J. Coghill, Senior Operations, Ministry of Transportation, in response to the City's request for improved signing at the Highway 427 and Dundas Street Interchange. Mr. Coghill advises that the Ministry does not provide directional signing to municipalities and that motorists will utilize an official Ontario Road Map.

Councillor McKechnie reiterated concerns regarding the lack of directional signing at this location in that motorists are not aware that if they turn right they will enter Mississauga and if they turn left they will find themselves in Etobicoke. Councillor McKechnie recommended that City staff be directed to place an appropriate directional sign at this intersection.

F.02.07

See Recommendation OW-318-88 (F. McKechnie)

29. Report 6-88 of the Public Vehicle Authority meeting held on July 12, 1988.

A.03.04.01

Approved

See Recommendations OW-320-88 to OW-324-88 (D. Culham)

The following additional item was considered by the Committee.

30. Report dated February 29, 1988, from the Commissioner of Public Works regarding proposed street names for the Kaneff Subdivision located at Eglinton Avenue West/east of Creditview Road.

This report was included on the agenda of March 30, 1988, and deferred by the Ward Councillor for further investigation. Councillor Culham advised that the surrounding plans have now submitted street names and it is now in order to approve the names for the Kaneff Subdivision as recommended.

RECOMMENDATION:

That the following names be approved as street names for the Kaneff Subdivision (T-86100 - located south of Eglinton Avenue West/east of Creditview Road):

*	(a)	Castlerose	Crystal Rose
		Edenrose	Ivoryrose
		Royal Rose	Santa Rose
		Silky Rose	Vanrose
		Wild Rose	

* on the understanding that the suffix "Road" is not to be used.

**	(b)	Beckenrose	Bellarosa
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** on the understanding that the suffixes "Court" or "Road" will not be used;

***	(c)	Rose Bloom	Rose Haven
		Roseborough	Rosebush
		Roseglenn	Rosewater

*** no suffix restrictions.

T-86100
F.02.07

Approved

See Recommendation OW-319-88 (D. Culham)

Recommendations: As per Report 14-88

Adjournment: 11:45 a.m.

THE OPERATIONS AND WORKS COMMITTEE

AUGUST 3, 1988

REPORT 14-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fourteenth report and recommends:

- OW-293-88 (a) That the City of Mississauga consider the need for mandatory recycling in conjunction with an expanded recycling program.
- (b) That the Public Works Staff prepare a report for the Operations and Works Committee on the feasibility of the City purchasing its own stock of recycling boxes and providing the boxes upon request on a cost plus handling fee basis.
- (c) That the Public Works Staff prepare a resolution to be forwarded to the Province of Ontario urging the Government to institute a deposit system on soft drink containers at the earliest possible date.
- (d) That the Public Affairs Staff prepare a report for the Operations and Works Committee outlining the procedure by which new residences (in established and new areas) are advised of the City's refuse collection and recycling programs.
- (d) That Mrs. Joan Phillips, Executive Director, Mississauga Clean City Campaign, be invited to a future Operations and Works Committee to provide the Committee with the latest information on the status of recycling in general.

F.05.04.05
(OW-293-88)

- OW-294-88 (a) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "A" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated.
- (b) That Bingo Lottery License renewals be issued to the charitable organizations outlined in List "B" attached to the report dated July 14, 1988, from the Commissioner of Public Works, to conduct bingo lottery events at Bingo City, 60 Dundas Street East on the days and times indicated for an additional six (6) month trial period on the condition that the organizations improve the administrative cost and profit percentages to meet the Provincial guidelines within such trial period.

L.02.02.02
(OW-294-88)

- OW-295-88 That Bingo Lottery Licenses be approved for the following organizations to conduct bingo lottery events at the Delta Bingo Hall, 1250 South Service Road for the remainder of 1988 on the days and times noted:

<u>ORGANIZATION</u>	<u>FREQUENCY</u>	<u>TIME</u>
Mississauga Choral Society	Every Sunday	Matinee (1:00 - 3:00 pm)
Mississauga Junior Lacrosse	2nd/4th/5th Sunday	Late Night (10:30 pm - 1:15 am)
Knights of Columbus Council 9612	1st/3rd Sunday	Late Night (10:30 pm - 1:15 am)
Knights of Columbus Council 8668	2nd Saturday	Late Night (10:30 pm - 1:15 am)

L.02.02
(OW-295-88)

- OW-296-88 That the Ministry of the Environment be advised that the City of Mississauga does not request a hearing on the application submitted by Eaglebrook Environmental Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 2650 Royal Windsor Drive, Mississauga.

A.02.03.03.12
(OW-296-88)

- OW-297-88 (a) That the channelization works on Cooksville Creek from 160 metres north of Paisley Boulevard to King Street be enlarged to handle a 100 year storm event through Mr. Humeniuk's lands provided that he agrees to dedicate the required lands gratuitously and to contribute \$48,000 to cover the cost of upgrading the channel from a 25 year to a 100 year storm capacity.
- (b) That the 1988 Capital Budget for the channelization of the Cooksville Creek be revised as follows:
- | | |
|---------------|------------------|
| Gross Cost | \$273,000 |
| Contribution | <u>48,000</u> |
| Net City Cost | <u>\$225,000</u> |
- (c) That the Credit Valley Conservation Authority be requested to carry out the channelization works on the City's behalf in on conjunction with their flood protection works at Paisley Boulevard.

J.05.88038
(OW-297-88)

- OW-298-88 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 310D and 310E, Plans M-385 and M-386, located north of Britannia Road West and west of Winston Churchill Boulevard.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-385 and M-386 (currently valued at \$844,322.95) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plans M-385 and M-386 as public highways and part of the municipal system of the City of Mississauga.

M-385.02
M-386.02
(OW-298-88)

- OW-299-88 That "Nadkarni Crescent" be approved and placed on the City of Mississauga approved street name list for use within a new plan of subdivision.

F.02.07
(OW-299-88)

OW-300-88 That the following names be approved as street names for the Rolls Holdings Subdivision (T-88002 - located east of Hurontario Street and south of Derry Road East):

Administration	Admiral
Aventura	Alliance
Capital	Oakmont
Omni	Queensborough
Trilon	University

T-88002
F.02.07
(OW-300-88)

OW-301-88 That the following names be approved as street names for the Lostrock Subdivision (T-86084 - located east of Hurontario Street and north of Derry Road East):

Export	Systems	Topflight
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T-8084
F.02.07
(OW-301-88)

OW-302-88 That the name "Secretariat" be approved as a street name for the Everlast Subdivision (T-86032 - located east of Kennedy Road and north of Derry Road East).

T-86032
F.02.07
(OW-302-88)

OW-303-88 That the following names be approved as street names for the First Terragar Subdivision (T-87045 - located east of Tenth Line West and north of Britannia Road West):

Petrel	Bobwhite	Pigeon
Brown Creeper	Pintail	Canary
Piping Plover	Catbird	Pipit
Chat	Puffin	Clapper Rail
Quawk	Cormorant	Rufous
Crow	Sage Thrasher	Duck
Shearwater	Gadwall	Shrike
Godwit	Siskin	Goosander
Skimmer	Goshawk	Snowflake
Grackle	Spruce Grouse	Grassquit
Stilt	Haglet	Swan
Junco	Swift	Kinglet
Teal	Kite	Thrush
Kittiwake	Towhee	Lapwing
Veery	Limpkin	Wamp
Longspur	Warbler	Magpie
Wavey	Nighthawk	Whimbrel
Nutcracker	Widgeon	Wren

T-87045
F.02.07
(OW-303-88)

OW-304-88 That the following names be approved as street names for the Sherwood Mills Subdivision (T-86083, located north of Eglinton Avenue West and east of Creditview Road):

Buttermilk
East Mill
Grist Mill
Timber Mill

North Mill
Sherwood Mills
Silverwater Mill

T-86083
F.02.07
(OW-304-88)

OW-305-88 That the names "Superior" and "Tradition" be approved as street names for the N. M. Davis Subdivision (T-87066 - located west of Kennedy Road and south of Derry Road East).

T-87066
F.02.07
(OW-305-88)

OW-306-88 That the following names be approved as street names for the Rathkeale Subdivision (T-87021 - located east of Creditview Road and south of Eglinton Avenue West):

Beauty Bush
Weeping Willow
Weeping Cherry

T-87021
F.02.07
(OW-306-88)

OW-307-88 That the name "Pendant" be approved as a street name for the Cantay Holdings Inc. Subdivision (T-87081 - located east of Hurontario Street and north of Highway No. 401).

T-87081
F.02.07
(OW-307-88)

OW-308-88 That the following names be approved as street names for the Marwood Properties Subdivision (T-86031 - located south of Derry Road East and east of Kennedy Road):

Bormark
Topaz (without the suffix "Way")
Transmark

T-87081
F.02.07
(OW-308-88)

OW-309-88 That the following names be approved as street names for the River Grove Development Corporation Subdivision (T-86087 - located north of Eglinton Avenue West and west of Second Line West):

Barnswallow	Prosper
Blueheron	Razorbill
Condor	Remington
Hurst	Wesson
Loonlake	Wheatland
Midgreen	Whitehorn

T-86087
F.02.07
(OW-309-88)

OW-310-88 That the street name of Tanjo Court be changed to Howe Court in the Runnymede Industrial Park (T-86081 - Winston Churchill Boulevard and Highway 401).

T-86081
F.02.10.01
(OW-310-88)

OW-311-88 (a) That the budget for the planning and design of the following road construction projects be approved and proposals from Consulting Engineering firms be requested for the planning and design assignments as follows:

Matheson Boulevard/Renforth Drive Grade Separation	\$225,000
Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427	200,000
Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue	150,000
Widening of Hurontario Street from Highway 401 to the north City limits	75,000
The Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street	<u>150,000</u>
TOTAL	\$800,000

(b) That the amount of \$800,000 be allocated from the unallocated balance of the New John Doe Roads account within the General Municipal Development Reserve Fund and that the necessary by-law to transfer these funds be enacted, and

J.05.88000
(OW-311-88)

OW-312-88 (a) That the entire Hurontario Street - Rathburn Road Interchange program be approved for tender sale in 1988.

(b) That the budget for the Hurontario Street - Rathburn Road Interchange facility be revised as follows:

	(\$'000)
Gross Cost	4,300
Subsidy	740
Contribution	<u>300</u>
Net City Cost	<u>3,260</u>

(c) That \$300,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the Hurontario Street - Rathburn Road Interchange program and that the by-law necessary to transfer these funds be enacted.

(d) That the 1988 approved Capital Works project on Kennedy Road from Eglinton Avenue to Matheson Boulevard be approved for inclusion in the 1989 Budget.

(e) That \$1,040,000 in City funding approved for the reconstruction of Kennedy Road from Eglinton Avenue to Matheson Boulevard be returned to the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund and that the by-law necessary to transfer these funds be enacted.

(f) That \$1,040,000 be transferred from the unallocated balance of the New John Doe Road Account within the General Municipal Development Reserve Fund to the Hurontario Street - Rathburn Road Interchange facility (17 111 88113) and that the by-law necessary to transfer these funds be enacted.

(g) That a comprehensive report be prepared for the Operations and Works Committee on the design, costs and maintenance of the proposed 9 metre centre median on Hurontario Street with streetscape and landscape components as defined in the City Core Concept Report by Baird Sampson.

J.05.88010
(OW-312-88)

OW-313-88 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize twelve (12) hour parking on Netherbrae Road.

(b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

F.06.04.02
(OW-313-88)

OW-314-88 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to implement the following:

- (a) permit long term (12 hour maximum) on street parking on the north side of Lenester Drive, 15 metres east of Lindenlea Drive to a point 50 metres easterly thereof;
- (b) provide a "no parking anytime" prohibition on the south side of Lenester Drive between Lindenlea Drive and a point 101 metres easterly thereof.

F.06.04.02
(OW-314-88)

OW-315-88 That the report dated June 16, 1988, from the Commissioner of Public Works regarding the traffic signal timing optimization project Phase I be received.

J.05.88043
A.02.03.02.07
(OW-315-88)

OW-316-88 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to provide for an all-way stop at the intersection of Loyalist Drive and Huxley Drive.

F.06.04.05
(OW-316-88)

OW-317-88 That a by-law be enacted to amended By-law 444-79, as amended, to implement an all-way stop at the intersection of South Millway and Fifth Line West.

F.06.04.05
(OW-317-88)

OW-318-88 (a) That the letter dated July 18, 1988, from Mr. P.J. Coghill, Senior Operations, Ministry of Transportation, advising that the Ministry does not provide directional signing to municipalities, in response to the City's request for improved signing at the Highway 427 and Dundas Street interchange be received for information.

- (b) That Public Works Staff be instructed to place a sign at the Highway 427 and Dundas Street interchange to direct motorists to Mississauga.

F.02.07
(OW-318-88)

August 3, 1988

OW-319-88 That the following names be approved as street names for the Kaneff Subdivision (T-86100 - located south of Eglinton Avenue West/east of Creditview Road):

* (a)	Castlerose	Crystal Rose
	Edenrose	Ivoryrose
	Royal Rose	Santa Rose
	Silky Rose	Vanrose
	Wild Rose	

* on the understanding that the suffix "Road" is not to be used.

** (b) Beckenrose Bellarosa

** on the understanding that the suffixes "Court" or "Road" will not be used;

*** (c)	Rose Bloom	Rose Haven
	Roseborough	Rosebush
	Roseglen	Rosewater

*** no suffix restrictions.

T-86100
F.02.07
(OW-319-88)

OW-320-88 That amendments be adopted to Public Vehicle Licensing By-law 697-84, as amended, to facilitate the licensing of accessible vehicles, to provide integrated service primarily to disabled and elderly persons travelling to Pearson International Airport as mutually agreed upon with Transport Canada and encouraged by the Ministry of Transportation of Ontario.

L.08.04.05
(PVA-40-6-88)

- OW-321-88 (a) That Transport Canada be requested to enforce, under their regulations, the requirements of roof lights, plates and numbers on taxicabs, operating to and from Lester B. Pearson International Airport.
- (b) That at the time of the next tariff review, a one year trial, 15% across the board tariff difference, be established between the tariffs of Taxicabs and Airport Public Transportation Vehicles, with the latter being the higher tariff, and that one year from the date of implementation, a Subcommittee composed of Public Vehicle Authority members be established and meet to determine the effects of this increase.
- (c) That the City of Mississauga incorporate a charge for stops enroute in the next flat rate map revision, and that this charge be the same as the rate charged on the Transport Canada flat rate map.

- (d) That the following guidelines be used when establishing the tariff rates for taxicabs and Airport Public Transportation Vehicle flat rate maps:

Charges of 70¢ and over - fare goes up to the next \$1

Charges from 50¢ to 69¢ - fare goes back to lower 50¢

Charges from 30¢ to 49¢ - fare goes up to next 50¢

Charges of 29¢ and under - fare goes back to lower \$1

L.08.02

(PVA-41-6-88)

- OW-322-88 That the Ontario Highway Transport Board and the Region of Peel be advised that the City of Mississauga has no objections to the proposed service by United Trails Inc. between Elmira, St. Jacobs, the City of Waterloo, the City of Cambridge, the Junction of Highway 401 and Highway 6 and the Municipality of Metropolitan Toronto via Regional Road 21, Highway 86, Regional Road 17, Highways 7 and 8 and Highway 401.

L.08.03.01

(PVA-42-6-88)

- OW-323-88 That the letter dated April 26, 1988, to Mayor H. McCallion, from Y. Zahavy, President, T.I.A. Limousine Operators Association, enclosing a letter from Lilly, Goldman, Barristers & Solicitors to all members of the Toronto Independent Livery Cab Group Inc., in reference to the Ontario Highway Transport Board Hearings, Federal Court Applications and Provincial Court Trials and Appeals, be received for information.

L.08.04.03

(PVA-43-6-88)

- OW-324-88 That the newspaper article from the April 15, 1988, edition of the Toronto Star entitled "Cab fares in Metro to rise 6%", be received for information.

L.08.02

(PVA-44-6-88)

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, AUGUST 10, 1988 - 9:00 A.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor D. Lane
Councillor T. Southorn (Chairman)
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: August 4, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - AUGUST 10, 1988

DEPUTATIONS - NIL

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	D.05.01	1988 Second Quarter Review - Transit Department
2.	J.05.88000	Land Requirements for Road Widenings
3.	A.00.02.11	Letters of Credit - Builders
4.	B.01.03	Completion of Grading and Cleanup Work in new Residential Subdivisions
5.	T-86009	Kee Group Inc. - Reduction in Major Road Improvement Levy
6.	T-86052	Erin Mills Subdivision 308B - Sidewalk Installation
7.	M-539.02 F.02.02	Woodchuck Lane Subdivision - Assumption of Municipal Works
8.	B.07.84051	Adena Court Subdivision - Assumption of Municipal Works
9.	F.02.10.01	Bough Beeches Boulevard between Ponytrail Drive and Lewes Way - Renaming - Rowland Avenue
10.	F.06.04.02	Gulleden Drive - Request for Extended On Street Parking
11.	F.06.04.05	City Centre Drive/Prince of Wales Drive - All-way Stop
12.	F.06.04.05	Golden Orchard Drive - All-way Stop Request
13.	A.02.03.03.01	Soil Replacement Program - Region of Peel Resolution

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

AUGUST 10, 1988

DEPUTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated August 2, 1988, from the Transit General Manager providing a Second Quarter Review of the transit operations. The report deals with the following:
 - (a) ridership;
 - (b) level of customer complaints;
 - (c) major projects;
 - (d) resources;
 - (e) financial overview;
 - (f) transit week.

Performance is on target at the halfway point and the original ridership, riders per capita and R/C ratio targets will be exceeded.

RECOMMENDATION:

- (a) That the report dated August 2, 1988, from the Transit General Manager regarding the 1988 Second Quarter Review of the Transit Department operations be received for information.
- (b) That the week of September 12 through 17, 1988, be proclaimed TRANSIT WEEK in Mississauga.

D.05.01

RECOMMEND ADOPTION

2. Report dated July 27, 1988, from the Commissioner of Public Works regarding land requirements for road widenings.

A funding allocation is approved each year in the Capital Budget for the purchase of land required for road widening and storm drainage works. The majority of the land required for the road widening projects is acquired through gratuitous dedication by landowners as a condition of development approval. The amount of land that must be purchased by the City for any specific road widening is therefore dependent on how much of the land abutting the road has been or is being developed/redeveloped at the time of road reconstruction. As well, to some extent, the land purchase requirements also depend on the design features of the road widening.

The major road improvements approved in the 1988 Capital Budget include several road/structure widening projects - Creditview Road from Britannia Road to Bristol Road, Eglinton Avenue from Mavis Road to Creditview Road, McLaughlin Road from Bristol Road to Britannia Road, Eglinton Avenue Bridge, Intersection Improvements and Rathburn Road/Hurontario Interchange. At the time of Budget approval, the design of these works had not been prepared and therefore, the lands acquisition requirements could not be identified.

The design work for these projects has been or is being finalized. Property negotiations are in progress for outstanding land purchase requirements.

The estimated cost of land acquisitions has escalated significantly in 1988 as a result of existing market conditions.

Land purchase requirements associated with the approved 1988 major road widening projects are estimated to cost \$961,000. Only \$656,000 is available in the Land Acquisition and the Eglinton Avenue - Mavis Road to Creditview Road budgets. A transfer of \$305,000 is required from the Capital Contingency in order to offset the estimated funding shortfall.

In an effort to more accurately define and provide for land requirements associated with future road widening projects, it is this Department's intent to proceed with design work on several major road projects in the year prior to construction approval. In this regard, a report was submitted to Operations and Works Committee on August 2, 1988, seeking approval for the engagement of consultants to begin preparation of the designs for some of the future major road works.

Based on the results of the tender bids for the McLaughlin Road - Bristol Road to Britannia Road and the Credit River Bridge projects, additional funding for land may be available in the approved construction budgets. If this is the case, such amounts will be identified as part of the tender award report to Council and will be returned to the Capital Contingency.

RECOMMENDATION:

- (a) That the 1988 Land Acquisition budget be revised as follows:

Gross Cost	\$605,000
Subsidy	<u>120,000</u>
Net City Cost	<u>\$485,000</u>

- (b) That \$305,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the 1988 Land Acquisition budget and the necessary by-law be enacted.
- (c) That, subject to the results of the tender bidding process for the McLaughlin Road - Bristol Road to Britannia Road and the Credit River Bridge projects, any funding available in the construction budgets for land purchase be identified in the tender award reports to Council and be returned to the Capital Contingency Account.

- (d) That efforts be made by the Public Works Department to undertake design works for major road improvement projects in advance of construction approval in order that the land requirements associated with these projects can be identified and appropriate funding provisions can be made in the Capital Budget.

J.05.88000

RECOMMEND ADOPTION

3. Report dated July 25, 1988, from the Commissioner of Public Works regarding Letters of Credit from Builders.

In all subdivisions within Mississauga, the developers are required to secure an amount of money to ensure the completion of lot grading within the subdivision. The suggestion has been made that the builders put up a deposit to guarantee completion of the lot grading rather than securing the deposits through the Servicing Agreement.

Although the actual landscaping and grading work is generally carried out by the builder or a subcontractor hired by the house builder, the onus should remain with the overall developer, as it is the developer's responsibility under the Servicing Agreement to comply with the approved overall lot grading plans.

In addition, Public Works is concerned about the increased complexity and paperwork required to secure deposits relating to each building lot from the various builders involved and in the conflicts which may arise between the adjacent builders.

RECOMMENDATION:

That no change be made to the current City of Mississauga policy and that individual builders not be required to post grading deposits in new residential subdivisions.

A.00.02.11

RECOMMEND ADOPTION

4. Report dated July 25, 1988, from the Commissioner of Public Works regarding the completion of grading and clean up work in new residential subdivisions.

The Public Works Department has been experiencing some degree of difficulty in obtaining final lot grading certification from certain developers and their engineering consultants. In some instances, grading issues have taken up to three years and extensive staff effort to resolve.

Public Works staff has been making concerted efforts to reduce the time required to complete grading certifications, however, certain developers and/or their consultants have failed to respond to this department's request.

In order to speed up the lot grading certification process it is proposed that all developers and their consultants working in the City of Mississauga should be advised that where, in the opinion of the Commissioner of Public Works, the lot grading work has been lagging longer than twelve months from the issuance of the Building Permit and where insufficient efforts are being put into the completion of the lot grading by the developer, subsequent approvals for those individuals involved will be deferred until satisfactory work has been completed.

RECOMMENDATION:

- a) That in those instances where, in the opinion of the Commissioner of Public Works, insufficient progress is being made in the completion and certification of lot grading or in resolving other problems within residential subdivisions, further development approvals for those individual developers be withheld until satisfactory progress has been demonstrated in the completion of outstanding lot grading items and other works.
- (b) That the Consulting Engineers be advised that if they are uncooperative in completing a subdivision on behalf of a developer, approval for retention for additional projects will be withheld pending resolution of outstanding issues.

B.01.03

RECOMMEND ADOPTION

5. Report dated July 28, 1988, from the Commissioner of Public Works regarding a reduction to Major Road Improvement Levy to be granted to Kee Group Inc. for proposed residential subdivision, T-86009 (located west of McLaughlin Road and north of Eglinton Avenue West).

This residential plan of subdivision is proposed on lands north of Eglinton Avenue West and west of McLaughlin Road. Under the Standard Financial Agreement for this development the developer will be responsible to pay a Major Road Improvement Levy in the amount of \$643,677.07 based on the present rate of \$25,291.83 per ha.

Under the terms of the proposed Servicing Agreement, the developer is required to construct Bristol Road West and Mavis Road located within this plan of subdivision. Both Mavis Road and Bristol Road West were considered in the calculations for the Major Road Improvement Levy. Based on standard procedure of crediting the developer for 80% of the cost for a four lane paved curb and gutter road with roadway storm sewers, a credit of \$470,523.03 should be considered by Council against a Major Road Improvement Levy for Plan 21T-86009.

RECOMMENDATION:

That the Financial Agreement for proposed Plan T-86009 located north of Eglinton Avenue West and west of McLaughlin Road indicate a credit of \$470,523.03 is to be afforded to developer Kee Group Inc. against the Major Road Improvement Levy.

T-86009

RECOMMEND ADOPTION

6. Report dated July 25, 1988, from the Commissioner of Public Works regarding the sidewalk installation Erin Mills Subdivision Nbhd 308B Draft Plan of Subdivision T-86052.

Erin Mills Dev. Corp. has requested that the City review the location of sidewalk installations within the proposed residential neighbourhood 308B (T-86052). The conditions of draft approval provided sidewalks under the old policy and the request is for approval of the sidewalks under the new policy.

Basically there is a single sidewalk on all streets within the subdivision with the exception of cul-de-sacs which have no sidewalk and the entrance into the subdivision via Street 'P' which has a sidewalk on both sides from Winston Churchill Blvd. to Street 'H'.

The sidewalk arrangement proposed by Erin Mills Dev. Corp. is satisfactory and the terms of the Consolidated Report should be altered to reflect this revised layout.

RECOMMENDATION:

That sidewalks within the residential Draft Plan of Subdivision T-86052 (Erin Mills Dev. Corp. Nbhd 308B) be installed in the following locations :

- on the north side of Street 'P' from Winston Churchill Blvd. to Street 'H'
- on the south side of Street 'P' from Winston Churchill Blvd. to Street 'A'
- on the west and north side of Street 'H' from Street 'P' to Street 'G'
- on the north side of Street 'C' from Winston Churchill Blvd. to Street 'E'
- on the north and west side of Street 'A' from Winston Churchill Blvd. to Street 'H'
- on the west side of Street 'E' from Street 'A' to Street 'P'
- on the south and east side of Street 'E' from Street 'E' to Street 'P'

T-86052
F.05.01

RECOMMEND ADOPTION

7. Report dated July 28, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Woodchuck Lane Subdivision, Reg. Plan 43M-539 (located north of Burnhamthorpe Road West and west of Mississauga Road).

The developer has complied with all of the requirements in the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Vensil Construction Limited, Reg. Plan 43M-539, located north of Burnhamthorpe Road West and west of Mississauga Road.
- (b) That the Letter of Credit (current value \$139,651.65) securing a Servicing Agreement for Reg. Plan 43M-539, be returned to the developer, Vensil Construction Limited.
- (c) That a by-law be enacted to establish the road allowances within Reg. Plan 43M-539 as public highway and part of the municipal highway system of the City of Mississauga.

M-539.02

F.02.02

RECOMMEND ADOPTION

8. Report dated July 22, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Adena Court Subdivision, Ref. Plan 43R-11733 (located north of The Queensway West and east of Highway 10).

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11733 located north of The Queensway West and east of Highway 10.
- (b) That the Letter of Credit (current value \$27,715.94) securing a Servicing Agreement for Ref. Plan 43R-11733, be returned to the developer, 578646 Ontario Limited.

B.07.84051

RECOMMEND ADOPTION

9. Report dated July 29, 1988, from the Commissioner of Public Works regarding the renaming Bough Beeches Boulevard between Ponytrail Drive and Lewes Way.

Bough Beeches Boulevard between Lewes Way and Ponytrail Drive is discontinuous from the remainder of Bough Beeches Boulevard as indicated on the attached map.

There has been some confusion with the Emergency Services in locating addresses on this section of Bough Beeches Boulevard. In addition, a land severance has been recently processed which will require the extension of the existing Rowland Avenue from the west to connect to Bough Beeches Boulevard at Lewes Way. This extension will result in the need for a street name change.

As Rowland Avenue will be extended to connect to the existing Bough Beeches Boulevard at Lewes Way, and to eliminate any future confusion for emergency vehicles in locating addresses, Bough Beeches Boulevard between Ponytrail Drive and Lewes Way should be renamed Rowland Avenue.

RECOMMENDATION:

That the City Clerk undertake the necessary procedures to rename Bough Beeches Boulevard between Ponytrail Drive and Lewes Way to "Rowland Avenue" and that the street be double signed indicating both names for a period of one year after renaming.

F.02.10.01

RECOMMEND ADOPTION

10. Report dated July 15, 1988, from the Commissioner of Public Works in response to a request to review Gulleden Drive regarding the need for extended 12-hour on-street parking.

A petition from the residents of 1415/1485 Gulleden Drive was forwarded to the Public Works Department requesting extended parking. This matter was previously reviewed in December 1986 and extended parking was not recommended at that time. After further review in June 1988, it was found that each of the units in this townhouse complex possesses 200% on-site parking.

In accordance with Council policy, adopted in May 1984, extended on-street parking will only be considered in residential areas where less than 200% on-site parking is available with no room for expansion.

It was indicated that 12-hour parking is provided on Havenwood Drive in the same area, however, the homes on that roadway have less than 200% on-site parking.

Some of the problem may arise from the residents using their garage for storage and not for their vehicles, which indicates that the request to extend on-street parking may have been proposed simply for convenience.

Therefore, extended on-street parking on Gulleden Drive for Peel Condominium Corporation #90, cannot be supported by the Public Works Department.

RECOMMENDATION:

That in accordance with City policy, extended on-street parking not be implemented on Gulliden Drive as a minimum of 200% on-site parking is available for each unit of Condominium Corporation #90.

F.06.04.02

RECOMMEND ADOPTION

11. Report dated July 18, 1988, from the Commissioner of Public Works in response to a request from Building Services for comments regarding the proposed hoarding for the construction of the new Mississauga Central Library. The library will be constructed on the west side of the site directly in front of the City Centre.

Due to the increased traffic during the new central library construction period, an all-way stop should be erected at the intersection of City Centre Drive and Prince of Wales Drive. This will help to improve safety and minimize delays to vehicles during this time.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement an all-way stop at the intersection of City Centre Drive and Prince of Wales Drive.

F.06.04.05

RECOMMEND ADOPTION

12. Report dated July 27, 1988, from the Commissioner of Public Works in response to a petition from the residents on Golden Orchard Drive for all-way stops at each of the intersections on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road.

A number of residents in their petition have indicated that speeding is a problem in the area and should be controlled by the implementation of all-way stops.

Based on this Department's observations, low traffic volumes and low accident occurrences, an all-way stop would not be warranted at any intersection on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road.

This proposal would only cause delays to through traffic on Golden Orchard Drive, which is considered a minor collector roadway, and may result in a significant reduction in the level of safety.

RECOMMENDATION:

That an all-way stop not be implemented at any intersection on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road, as warrants are not met.

F.06.04.05

RECOMMEND ADOPTION

13. Letter dated July 15, 1988, from Peel Regional Clerk outlining a resolution adopted by Regional Council on July 14, 1988, regarding a Soil Replacement Program.

RECOMMENDATION:

That the City of Mississauga endorse the following resolution approved by Peel Regional Council at its meeting on July 14, 1988:

"That the Ministry of the Environment make plans to implement a soil replacement program for residents with at least one site with lead soil concentrations at or in excess of 1000 ppm and those residences with soil lead concentrations at or in excess of 500 ppm where children 5 years and under currently reside;

And further, that the Ministry of the Environment make a commitment to replace soil at residences with soil lead concentrations at or in excess of 500 ppm if children 5 years and under should occupy these residences in the future;

And further, that the Ministry of the Environment take remedial steps to reduce the possibility that highly contaminated commercial and industrial sites will serve as a source of re-entrainment of dust lead in the community;

And further, that the cost of these solid replacement and remedial programs be shared by the Ontario Government and the companies responsible for the industrial pollution;

And further, that this report be distributed to residents included in the Ministry of the Environment's sampling area;

And further, that owners of properties with lead soil concentrations in excess of 500 ppm be surveyed to determine whether they wish to participate in the soil replacement program.

A.02.03.03.01

RECOMMEND ADOPTION



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

OPERATION WORKS AUG 10 1988

Originator's
Files

RECEIVED

REGISTRY No.

DATE AUG 3 1988

FILE No. **D.05.01.**

CLERK'S DEPARTMENT

DATE: August 2, 1988
TO: Chairman and Members of the
Operations and Works Committee
FROM: E.J. Dowling, General Manager,
Transit Department
SUBJECT: 1988 SECOND QUARTER REVIEW

ORIGIN: Transit Management Team

BACKGROUND: The Transit Management Team is committed to improving the timeliness and quality of operational reporting to Council.

COMMENTS: The target as established in the 1988 Operating Budget was to carry 17.5 million people on an improved system (1 million more than was carried in 1987). Graph 1 shows that performance to June 30, 1988 has exceeded the plan.

Actual ridership to June 30th is approximately 125,000 higher than planned. Total ridership for 1988 is forecast to be between 17.8 and 18 million passengers as shown on Graph 2a.

The budget target was 41 rides per capita and we expect to reach 43 rides per capita by year end (Graph 2b).

This ridership has created some problems as more buses are full ("closed doors") and are unable to carry more passengers.

Although the September Service Improvements will alleviate some of these problems, ridership growth forecasts indicate that we will continue to experience problems over the last half of 1988.

The 1989 Service Plan will address this service gap, and recommend the improvements required to solve these problems.

The level of customer complaints for the first 6 months are 2.3 per 100,000 passengers, or less than 1/10th of 1 percent of all passengers.

1(a)

Chairman and Members of the
Operations and Works Committee

-2-

August 2, 1988

Major projects underway include the Mississauga Transit Strategic Plan, the Ambassador Project, development of the Executive Information System, the Building Needs Study, the Transit TV show, the Marketing Plan and implementing the September Service Improvements.

The resources required to implement the service improvements are in place. Operators have been hired and will complete their training by the end of August.

Maintenance staff are being hired and additional vehicles are being readied for revenue service on September 6, 1988.

It is estimated that the improved system will carry 25% more passengers per weekday than the system in place at the start of the year.

A financial overview, Table 1, is attached which outlines major expenditures and revenues. Expenditures are well within plan, with two exceptions - commissions to ticket agents and payments-in-lieu of taxes. These items, which were noted in the first quarter review, have been addressed in the Finance Department's Second Quarter Report.

The Revenue:Cost (R:C) Ratio for 1988 was planned at 53% and is expected to be 53.5% by year-end, based on a \$200,000 to \$300,000 surplus.

The major marketing effort for 1988 will coincide with the September Service Improvements. A key element in this promotion is TRANSIT WEEK.

In order to focus attention on this promotion, we are asking that the Mayor declare the week of September 12th through 17th, 1988 as Transit Week in Mississauga. The Mayor and Members of Council are invited to help with promotional events at major terminals during the week.

CONCLUSION:

Performance is on target at the half way point of the year. We expect to exceed the original ridership, rides per capita and R:C Ratio targets set in the 1988 Operating Budget.

Chairman and Members of the
Operations and Works Committee

-3-

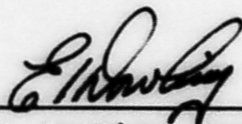
August 2, 1988

1 (b)

The most critical period of the year, the September to December period, should see a significant increase in ridership.

To ensure that the new services are well received, a major promotional campaign is planned, centred around Transit Week.

- RECOMMENDATIONS:** (1) That the Transit Department 1988 Second Quarter Review, as outlined in the report dated August 2, 1988, be received for information.
- (2) That the Mayor declare the week of September 12th through 17th, 1988 as Transit Week in Mississauga.



E.J. Dowling, General Manager,
Transit Department

JR:dp
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1988 FINANCIAL OVERVIEW

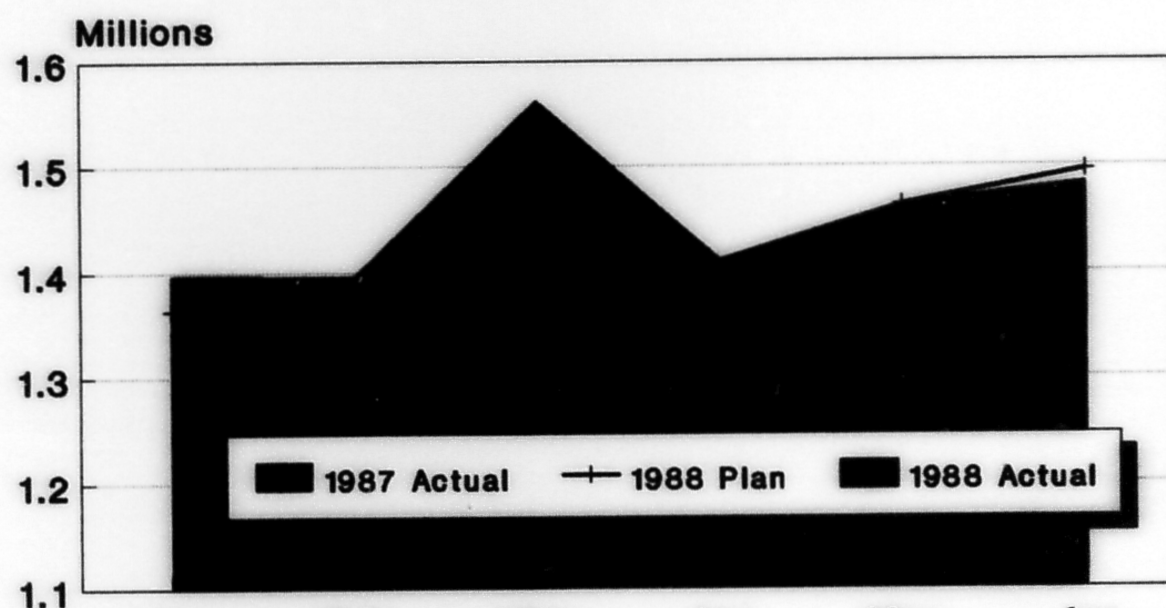
DESCRIPTION	1988 TOTAL BUDGET	YEAR-TO-DATE (EARNED/SPENT)	1988 EST YEAR-END
	(\$ x millions)		
REVENUE			
Farebox	15.9	7.5	16.1
Advertising & Other	0.3	0.2	0.3
Sub-total	<u>16.2</u>	<u>7.7</u>	<u>16.4</u>
Provincial Subsidies	6.8	3.7	6.8
Total Revenue	<u>23.0</u>	<u>11.4</u>	<u>23.2</u>
EXPENSE			
Labour Costs	21.0	9.6	20.9
Transportation Costs	6.6	3.3	6.5
Maintenance & Other Costs	3.1	1.3	3.3
Total Expense	<u>30.7</u>	<u>14.2</u>	<u>30.7</u>
Net City Cost	<u>7.6</u>	<u>2.8</u>	<u>7.4</u>

Table 1

1988 2nd Quarter Review

MONTHLY RIDERSHIP

(expressed in millions)



	Jan	Feb	Mar	Apr	May	Jun
1988 Actual	1.397	1.396	1.562	1.411	1.464	1.484
1988 Plan	1.363	1.383	1.501	1.332	1.463	1.496
1987 Actual	1.316	1.262	1.436	1.366	1.333	1.349

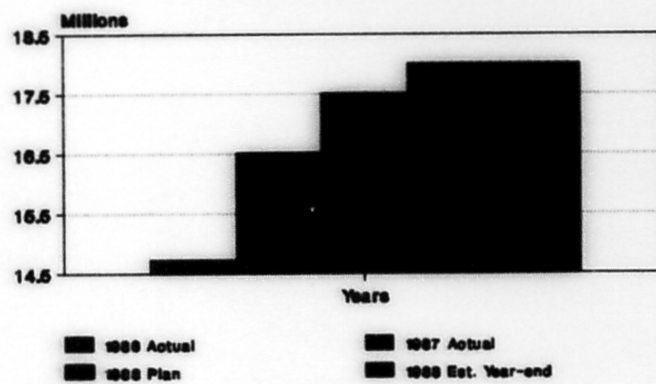
GRAPH 1

1(d)

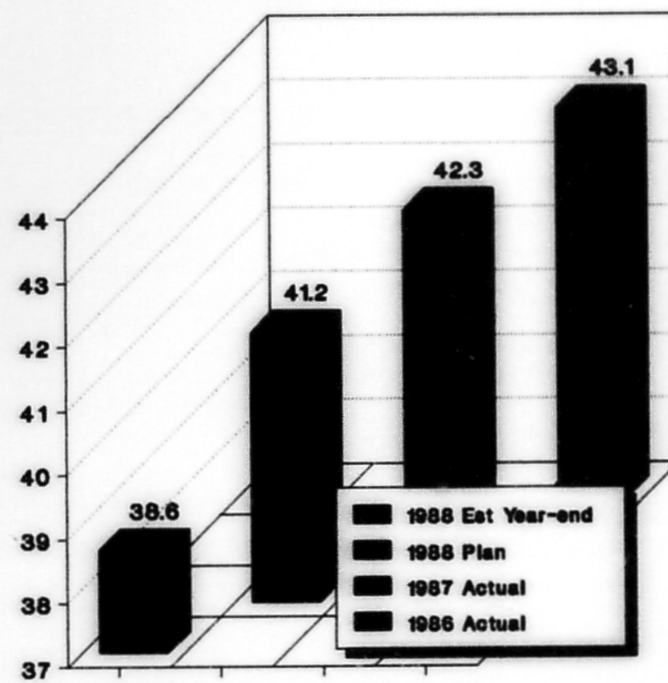
1987

RIDES PER CAPITA (annually)

ANNUAL RIDERSHIP (expressed in millions)



GRAPH 2A



GRAPH 2B



Corporate Report

Received by AUG 2 1988
Clerk's Dept.

Clerk's Files J. 05.88000

2

AUG 10 1988

OPERATIONS/WORKS

Originator's
Files 11 141 00045

DATE: July 27, 1988
TO: CHAIRMAN AND MEMBERS OF THE OPERATIONS AND WORKS COMMITTEE
FROM: W. P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Land Requirements for Road Widenings

ORIGIN: 1988 Capital Budget

BACKGROUND: A funding allocation is approved each year in the Capital Budget for the purchase of land required for road widening and storm drainage works. The majority of the land required for the road widening projects is acquired through gratuitous dedication by landowners as a condition of development approval. The amount of land that must be purchased by the City for any specific road widening is therefore dependent on how much of the land abutting the road has been or is being developed/redeveloped at the time of road reconstruction. As well, to some extent, the land purchase requirements also depend on the design features of the road widening.

COMMENTS: The major road improvements approved in the 1988 Capital Budget include several road/structure widening projects - Creditview Road from Britannia Road to Bristol Road, Eglinton Avenue from Mavis Road to Creditview Road, McLaughlin Road from Bristol Road to Britannia Road, Eglinton Avenue Bridge, Intersection Improvements and Rathburn Road/Hurontario Interchange. At the time of Budget approval, the design of these works had not been prepared and therefore, the lands acquisition requirements could not be identified.

The design work for these projects has been or is being finalized. Property negotiations are in progress for outstanding land purchase requirements. There are four major projects which have required, or will require, the purchase of lands in order to proceed.

July 27, 1988

2(a)

These are as follows:

	<u>Estimated Land Cost</u>
Eglinton Avenue - Mavis Road to Creditview Road	\$425,000
McLaughlin Road - Bristol Road to Britannia Road	406,000
Eglinton Avenue Bridge	30,000
Britannia Road/Dixie Road Intersection Improvement	100,000
Total Estimated Land Cost	<u>\$961,000</u>

The estimated cost of land acquisitions has escalated significantly in 1988 as a result of existing market conditions.

Funding available in the 1988 and prior years' approved capital programs to provide for these lands acquisitions is as follows:

	<u>1988 Budget</u>	<u>Prior Yrs' Budgets</u>	<u>Total</u>
Gross Funding Available	\$300,000	256,000	556,000
Subsidy (Available to Apply in 1988)	120,000	80,000	200,000
Net City Funding Available	<u>\$180,000</u>	<u>176,000</u>	<u>\$356,000</u>

In additional, \$100,000 has been earmarked in the Eglinton Avenue - Mavis Road to Creditview Road project for land purchases. Therefore, in total \$656,000 in gross funding is available to provide for land purchases, or \$305,000 less than the anticipated 1988 funding requirement.

At this time, the McLaughlin Road and Credit River Bridge construction contracts have not yet been awarded. Based on the tender prices received, additional funding for land purchases may be available in these approved construction budgets. However, in order to ensure adequate funding provision is made for land requirements, \$305,000 should be allocated from the Capital Contingency to the 1988 Land Acquisition budget. If some of these land costs can be accommodated in the construction budgets, the offsetting funds will be returned to the Capital Contingency as part of the tender award approval process.

In an effort to more accurately define and provide for land requirements associated with future road widening projects, it is this Department's intent to proceed with design work on several major road projects in the year prior to construction approval. In this regard, a report was submitted to Operations and Works Committee on August 2, 1988, seeking approval for the engagement of consultants to begin preparation of the designs for some of the future major road works.

July 27, 1988

2(h)

CONCLUSION:

Land purchase requirements associated with the approved 1988 major road widening projects are estimated to cost \$961,000. Only \$656,000 is available in the Land Acquisition and the Eglinton Avenue - Mavis Road to Creditview Road budgets. A transfer of \$305,000 is required from the Capital Contingency in order to offset the estimated funding shortfall.

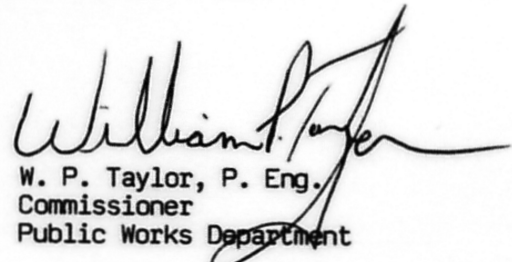
Based on the results of the tender bids for the McLaughlin Road - Bristol Road to Britannia Road and the Credit River Bridge projects, additional funding for land may be available in the approved construction budgets. If this is the case, such amounts will be identified as part of the tender award report to Council and will be returned to the Capital Contingency.

RECOMMENDATIONS: a. That the 1988 Land Acquisition budget be revised as follows:

Gross Cost	\$605,000
Subsidy	120,000
Net City Cost	<u>\$485,000</u>

- b. That \$305,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the 1988 Land Acquisition budget and the necessary by-law be enacted.
- c. That, subject to the results of the tender bidding process for the McLaughlin Road - Bristol Road to Britannia Road and the Credit River Bridge projects, any funding available in the construction budgets for land purchase be identified in the tender award reports to Council and be returned to the Capital Contingency Account.
- d. That efforts be made by the Public Works Department to undertake design works for major road improvement projects in advance of construction approval in order that the land requirements associated with these projects can be identified and appropriate funding provisions can be made in the Capital Budget.

BRB/mt
0817E/44-46


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Received by AUG 2 1988
Clerk's Dept.

Clerk's Files A.00.02.11

OPERATIONS/WORKS AUG 10 1988

Originator's 11 141 00045
Files 14 111 00001

DATE : July 25, 1988
TO : Chairman and Members of Operations and Works Committee
FROM : W.P. Taylor, Commissioner, Public Works Department
SUBJECT : Letters of Credit - Builders.

ORIGIN : Request for Report No. 203-88.

BACKGROUND : In all subdivisions within Mississauga, the developers are required to secure an amount of money to ensure the completion of lot grading within the subdivision. The suggestion has been made that the builders put up a deposit to guarantee completion of the lot grading rather than securing the deposits through the Servicing Agreement.

Although the actual landscaping and grading work is generally carried out by the builder or a subcontractor hired by the house builder, the onus should remain with the overall developer, as it is the developer's responsibility under the Servicing Agreement to comply with the approved overall lot grading plans.

In addition, Public Works is concerned about the increased complexity and paperwork required to secure deposits relating to each building lot from the various builders involved and in the conflicts which may arise between the adjacent builders.

continued ...

The Chairman and Members
Operations & Works Committee

July 25, 1988

- 2 -

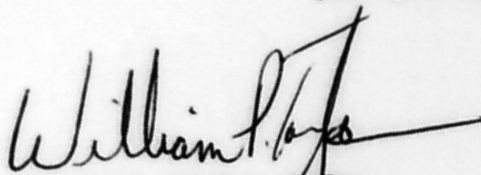
3(a)

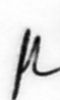
CONCLUSION :

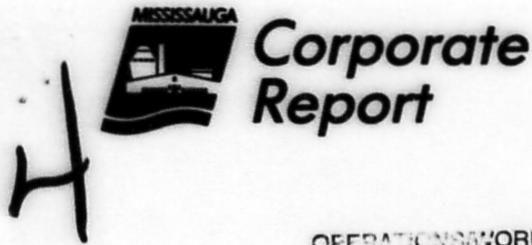
As the overall Servicing Agreement is between the named developer and the City of Mississauga, and the Servicing Agreement includes approved grading plans, the onus for ensuring compliance with the grading plans should remain with the developer. The developer should in turn pass these obligations on explicitly to the individual house builders.

RECOMMENDATION :

That no change be made to the current City of Mississauga policy and that individual builders not be required to post grading deposits in new residential subdivisions.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Department

 WC:jb
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Received by AUG 2 1988
Clerk's Dept.

Clerk's Files B.01.03

OPERATION/WORKS. AUG 10 1988

Originator's 11 141 00045
Files 14 111 00001

DATE : July 25, 1988
TO : Chairman and Members of Operations and Works Committee
FROM : W.P. Taylor, Commissioner, Public Works Department
SUBJECT : Completion of Grading and Clean Up Work in New Residential Subdivisions.

ORIGIN : Public Works Department.

BACKGROUND : The Public Works Department has been experiencing some degree of difficulty in obtaining final lot grading certification from certain developers and their engineering consultants. In some instances, grading issues have taken up to three years and extensive staff effort to resolve.

Those subdivisions in which the majority of the concerns and delays have been experienced are relatively few in number when compared with the large amount of development taking place within Mississauga.

Public Works staff has been making concerted efforts to reduce the time required to complete grading certifications, however, certain developers and/or their consultants have failed to respond to this department's request.

Under the terms of the Servicing Agreement, item 2 (b) "A final lot grading certificate will be issued for each lot and block no later than twelve (12) months after the issuance of a Building Permit for that lot and block".

Assuming that the house construction period can take up to six months, this would leave an additional six months to have the sod placed, to have any minor deficiencies or settlements corrected and to have the grading certified by the developer's consultant. While some progress has been made over the last two years in encouraging

continued ...

July 25, 1988

- 2 -

4(a)

developers to certify their lot grading more expeditiously than in the past, certifications are still received in most instances considerably later than the one year after the Building Permit issuance.

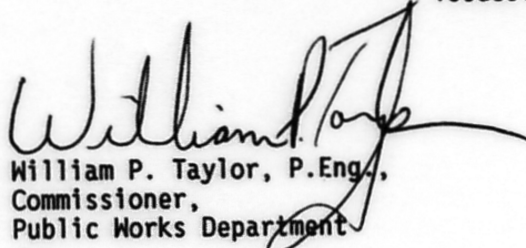
In order to speed up the lot grading certification process it is proposed that all developers and their consultants working in the City of Mississauga should be advised that where, in the opinion of the Commissioner of Public Works, the lot grading work has been lagging longer than twelve months from the issuance of the Building Permit and where insufficient efforts are being put into the completion of the lot grading by the developer, subsequent approvals for those individuals involved will be deferred until satisfactory work has been completed.

CONCLUSION :

Owing to the inaction in resolving grading matters and certifying the lot grading of lots by a certain limited number of developers, it is necessary at this time to take steps to ensure that the developers and their consultants move in a more expeditious manner to resolve drainage and all other subdivision problems.

RECOMMENDATIONS :

- a) That in those instances where, in the opinion of the Commissioner of Public Works, insufficient progress is being made in the completion and certification of lot grading or in resolving other problems within residential subdivisions, further development approvals for those individual developers be withheld until satisfactory progress has been demonstrated in the completion of outstanding lot grading items and other works.
- b) Further, that the Consulting Engineers be advised that if they are uncooperative in completing a subdivision on behalf of a developer, approval for retention for additional projects will be withheld pending resolution of outstanding issues.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Department

WPT:jb

1070E



Corporate Report

Received by AUG 2 1988
Clerk's Dept.

Clerk's Files T-86009

AUG 10 1988

OPERATIONS/WORKS

Originator's
Files 16 111 87244
11 141 00045

DATE: July 28, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Reduction to Major Road Improvement Levy to be granted to Kee Group Inc. for their proposed residential subdivision, T-86009, located west of McLaughlin Road and north of Eglinton Avenue West (see attached sketch)

ORIGIN: Public Works Department

COMMENTS: This residential plan of subdivision is proposed on lands north of Eglinton Avenue West and west of McLaughlin Road. Under the Standard Financial Agreement for this development the developer will be responsible to pay a Major Road Improvement Levy in the amount of \$643,677.07 based on the present rate of \$25,291.83 per ha.

Under the terms of the proposed Servicing Agreement, the developer is required to construct Bristol Road West and Mavis Road located within this plan of subdivision. Both Mavis Road and Bristol Road West were considered in the calculations for the Major Road Improvement Levy. Based on standard procedure of crediting the developer for 80% of the cost for a four lane paved curb and gutter road with roadway storm sewers, a credit of \$470,523.03 should be considered by Council against a Major Road Improvement Levy for Plan 21T-86009.

CONCLUSION: As the construction of Bristol Road West and Mavis Road within this plan of subdivision is being carried out by the developer Kee Group Inc. totally at developer's cost and since these two roads were included in the Major Road Improvement Levy calculations by the City of Mississauga, the developer should receive a credit equal to 80% of his costs (\$470,523.03) from the Major Road Improvement Levy payable for this development (T-86009).

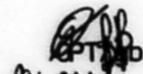
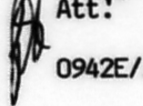
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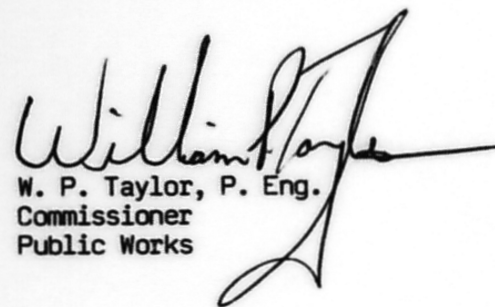
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5(a)

RECOMMENDATION:

That the Financial Agreement for Plan 21T-86009 located north of Eglinton Avenue West and west of McLaughlin Road indicate a credit of \$470,523.03 is to be afforded to developer Kee Group Inc. (4646 Heritage Hills Boulevard, Unit 4A, Mississauga, Ontario, L5R 1Y3) against the Major Road Improvement Levy.

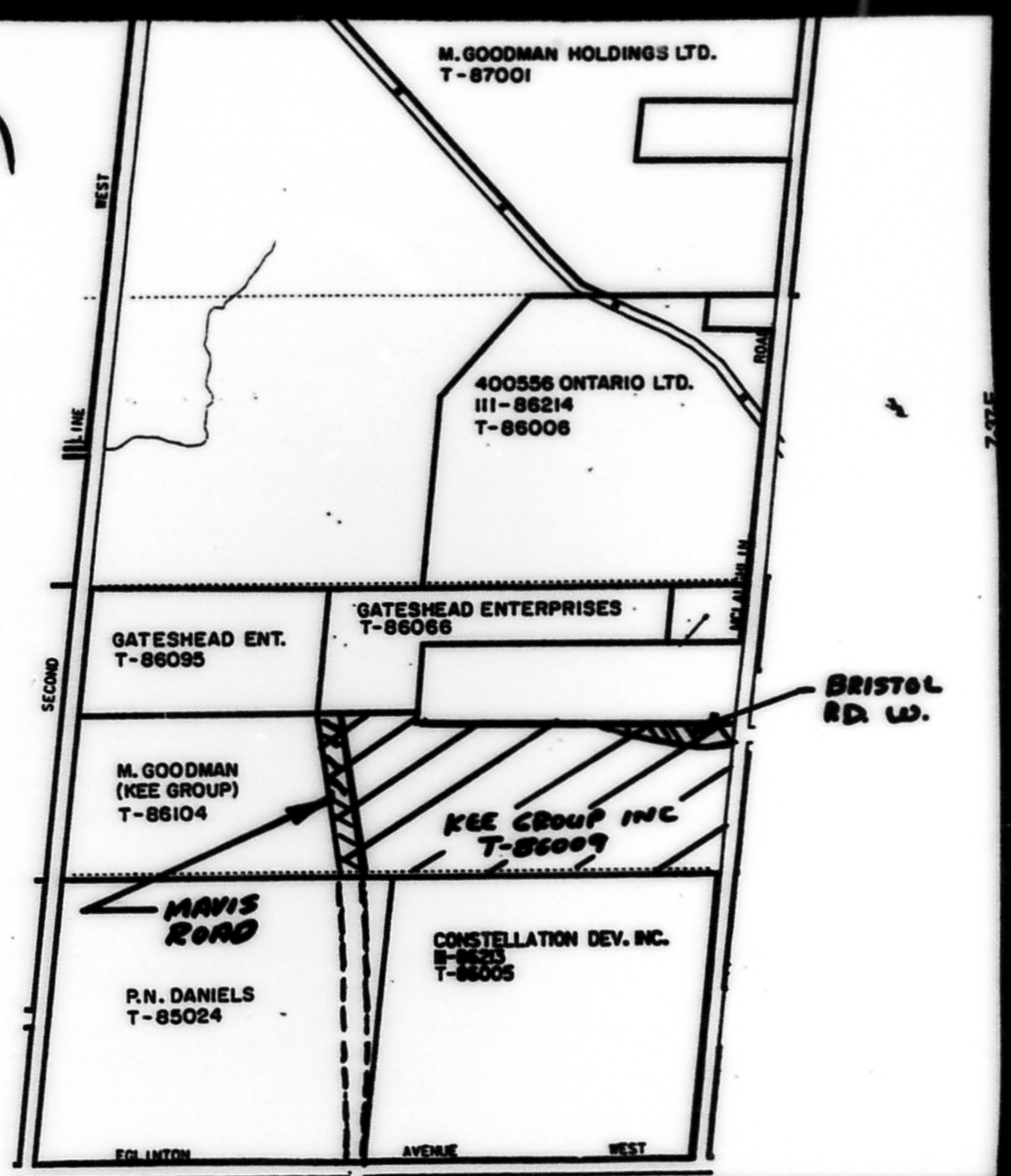

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W. P. Taylor, P. Eng.
Commissioner
Public Works

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Z-30



MISSISSAUGA
Public Works Department

**REDUCTION TO MAJOR ROAD
IMPROVEMENT LEVY FOR
PLAN 21T-86009**

FILE No.



Corporate Report

OPERATION WORKS. AUG 10 1988

Received by
Clerk's Dept. AUG 2 1988

Clerk's Files T-86052
F.O.S.02

Originator's 11 141 00045
Files 16 111 86251

DATE : July 25, 1988
TO : Chairman and Members of Operations and Works Committee
FROM : H.P. Taylor, Commissioner, Public Works Department
SUBJECT : Sidewalk installation Erin Mills Subdivision Nbhd 308B
Draft Plan of Subdivision T-86052
Winston Churchill Blvd. between Highway 401 and Derry Road

ORIGIN : Request from Erin Mills Dev. Corp. 7501 Keele Street,
Suite 100, Concord, Ont., L4K 1Y2

COMMENTS : Erin Mills Dev. Corp. has requested that the City review
the location of sidewalk installations within the
proposed residential neighbourhood 308B (T-86052).

A sketch is attached showing the sidewalks proposed to be
installed. Basically there is a single sidewalk on all
streets within the subdivision with the exception of
cul-de-sacs which have no sidewalk and the entrance into
the subdivision via Street 'P' which has a sidewalk on
both sides from Winston Churchill Blvd. to Street 'H'.

CONCLUSION : The sidewalk arrangement proposed by Erin Mills Dev.
Corp. is satisfactory and the terms of the Consolidated
Report should be altered to reflect this revised layout.

continued

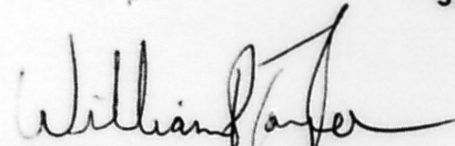
July 25, 1988

- 2 -

RECOMMENDATION :

That sidewalks within the residential Draft Plan of Subdivision T-86052 (Erin Mills Dev. Corp. Nbhd 308B) be installed in the following locations :

- on the north side of Street 'P' from Winston Churchill Blvd. to Street 'H'
- on the south side of Street 'P' from Winston Churchill Blvd. to Street 'A'
- on the west and north side of Street 'H' from Street 'P' to Street 'G'
- on the north side of Street 'C' from Winston Churchill Blvd. to Street 'E'
- on the north and west side of Street 'A' from Winston Churchill Blvd. to Street 'H'
- on the west side of Street 'E' from Street 'A' to Street 'P'
- on the south and east side of Street 'E' from Street 'E' to Street 'P'

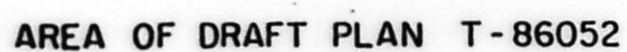
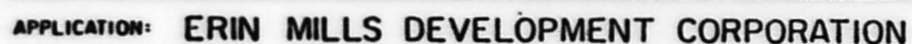

William P. Taylor, P. Eng.,
Commissioner,
Public Works Department

Att.

cc : Proctor & Redfern

 R22jb

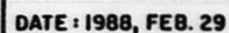
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ERIN MILES NHD 308B

1988 07 21

CITY OF MISSISSAUGA PLANNING & BUILDING DEPARTMENT





OPERATIONS/WORKS AUG 10 1988

Received by
Clerk's Dept. **AUG 2 1988**

Clerk's Files **M-539.02**
F.02.02

Originator's
Files **16 111 81207**
11 141 00045

DATE: July 28, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Woodchuck Lane Subdivision, Reg. Plan 43M-539, located north of Burnhamthorpe Road West and west of Mississauga Road (sketch attached).

ORIGIN: Servicing Agreement dated February 27, 1984 between Vensil Construction Limited (4005 Woodchuck Lane, Mississauga, Ontario, L5L 2T5), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 60 residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements in the Servicing Agreement for the installation of municipal services.

CONCLUSION: It is concluded that, since the developer has complied with all the requirements of the Engineering Agreement, the City should assume the municipal works and release all remaining securities for this subdivision.

RECOMMENDATION: That the City of Mississauga:

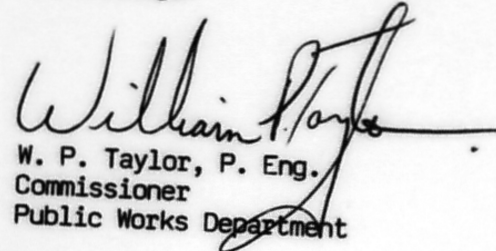
- a) assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Vensil Construction Limited, Reg. Plan 43M-539, located north of Burnhamthorpe Road West and west of Mississauga Road,
- b) return of the Letter of Credit (current value \$139,651.65) securing a Servicing Agreement for Reg. Plan 43M-539, to the developer, Vensil Construction Limited,

7(a)

c) enact a by-law establishing the road allowances within Reg. Plan 43M-539 as public highway and part of the municipal highway system of the City of Mississauga.

lp
jam
U389E/143E

c.c. R.G. Charlton
L. Harvey
J. Pitushka
W.H. Munden
I.W. Scott
J.D. McKitchan, Region of Peel
P. Marchiori
P. Davies


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

Z-32



MISSISSAUGA

Public Works

DEVELOPMENT ENGINEERING

Woodchuck Lane Subdivision
Reg. Plan 43M-539
File No. 16-111-81207



Corporate Report

Received by AUG 2 1988
Clerk's Dept.

Clerk's Files 3.07.84051

8

OPERATIONS/WORKS AUG 10 1988

Originator's
Files 16 111 81228
11 141 00045

DATE: July 22, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Adena Court Subdivision, Ref. Plan 43R-11733, located north of The Queensway West and east of Highway 10 (sketch attached).

ORIGIN: Servicing Agreement dated August 15, 1984 between 578646 Ontario Limited (130 Dundas St. E., Suite 302, Mississauga, Ontario, L5A 1W7), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 6 residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

CONCLUSION: It is concluded that, since the developer has complied with all the requirements of the Engineering Agreement, the City should assume the municipal works and release all remaining securities for this subdivision.

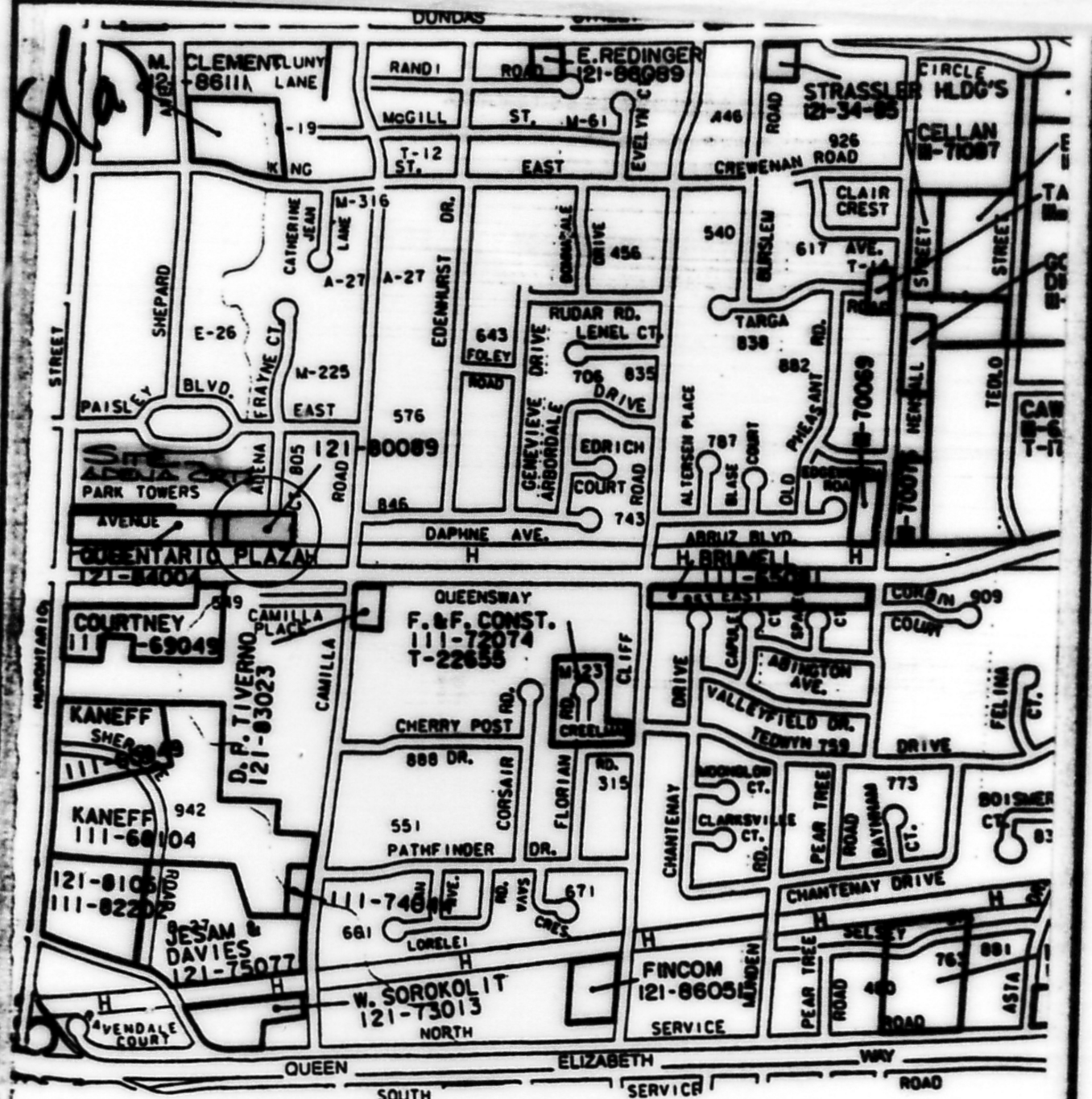
RECOMMENDATION: That the City of Mississauga:

- assume the municipal works constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11733 located north of The Queensway West and east of Highway 10,
- return of the Letter of Credit (current value \$27,715.94) securing a Servicing Agreement for Ref. Plan 43R-11733, to the developer, 578646 Ontario Limited,

0389E/143E

c.c. R.G. Charlton R.T. Rinne
L. Harvey P. Marchiori
J. Pitushka W.H. Munden
I.W. Scott
J.D. McKitchan, Region of Peel

W. P. Taylor, P. Eng.
Commissioner
Public Works Department



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

ADENA COURT SUBDIVISION
PLAN 43R-11733
FILE NO 16-111-81228



Corporate Report

AUG 10 1988

OPERATIONS/WORKS

Received by AUG 2 1988
Clerk's Dept.

Clerk's Files F.02.10.01

Originator's Files 12 111 00014
11 141 00045

DATE: July 29, 1988.
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, Commissioner of Public Works
SUBJECT: Renaming Bough Beeches Boulevard between Ponytrail Drive and Lewes Way.

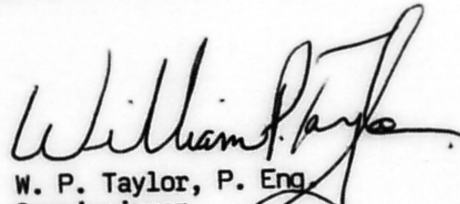
ORIGIN: Public Works Department

COMMENTS: Bough Beeches Boulevard between Lewes Way and Ponytrail Drive is discontinuous from the remainder of Bough Beeches Boulevard as indicated on the attached map.

There has been some confusion with the Emergency Services in locating addresses on this section of Bough Beeches Boulevard. In addition, a land severance has been recently processed which will require the extension of the existing Rowland Avenue from the west to connect to Bough Beeches Boulevard at Lewes Way. This extension will result in the need for a street name change.

CONCLUSION: As Rowland Avenue will be extended to connect to the existing Bough Beeches Boulevard at Lewes Way, and to eliminate any future confusion for emergency vehicles in locating addresses, Bough Beeches Boulevard between Ponytrail Drive and Lewes Way should be renamed Rowland Avenue.

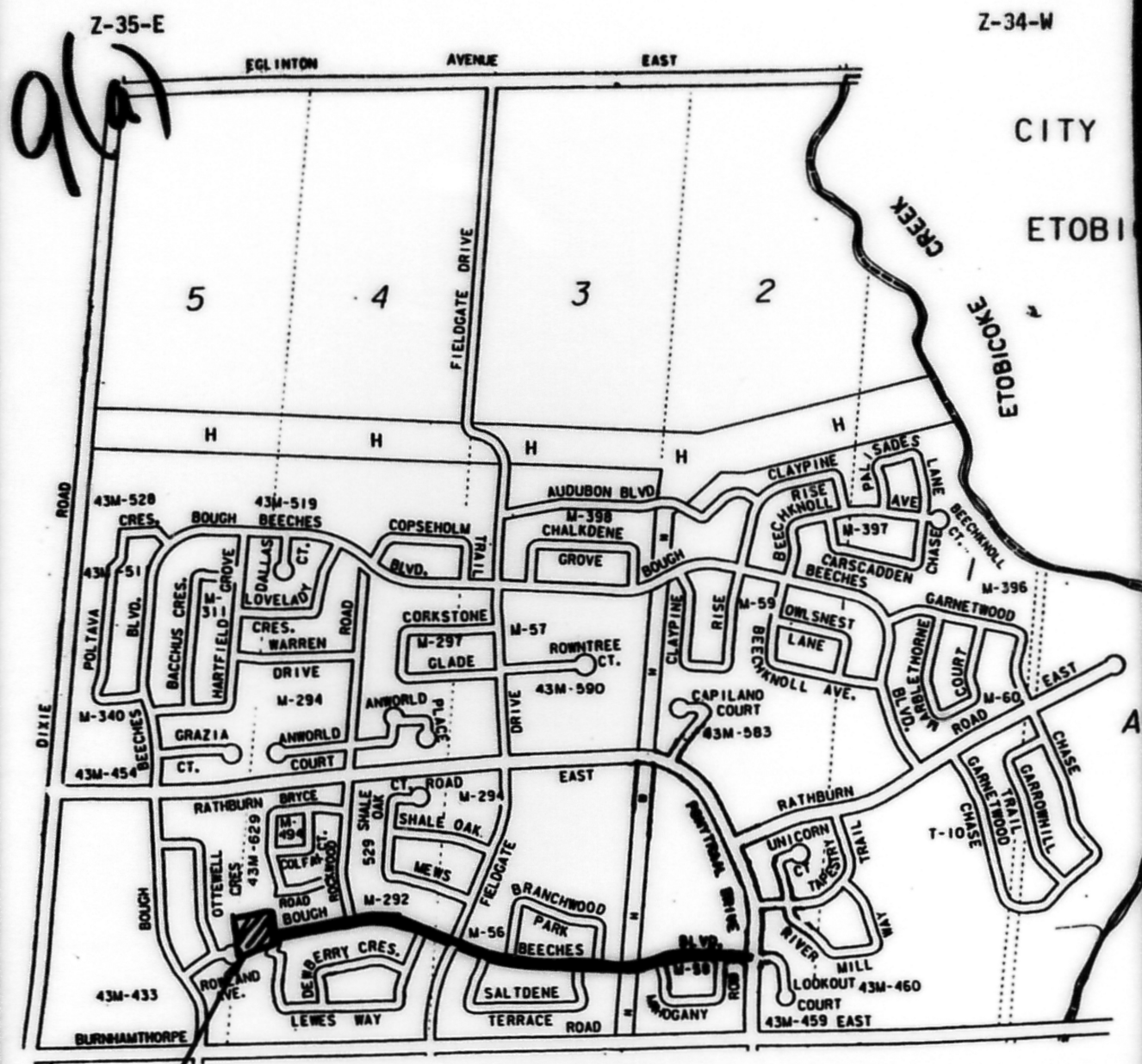
RECOMMENDATION: That the necessary by-law be enacted to rename Bough Beeches Boulevard between Ponytrail Drive and Lewes Way to "Rowland Avenue" and that the street be double signed indicating both names for a period of one year after renaming occurs.


W. P. Taylor, P. Eng.
Commissioner
Public Works

WPT/gb

cc: Councillor Maja Prentice

0942E/163



PROP.
LAND SEVERANCE



MISSISSAUGA
Public Works Department

PROP. STREET NAME CHANGE
BOUCH BEECHES BLVD TO
ROWLAND AVE.

FILE No.



Corporate Report

Received by AUG 2 1988
Clerk's Dept.

Clerk's Files F.06.04.02

10

OPERATIONS/WORKS. AUG 10 1988

Originator's
Files 11 141 00045
13 211 00019

DATE: July 15, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Request to Extend Parking to 12 hours - Gulleden Drive.

ORIGIN: Councillor Prentice. Request No. 190-88.

COMMENTS: The Public Works Department has been requested to review Gulleden Drive regarding the need for extended 12-hour on-street parking.

A petition from the residents of 1415/1485 Gulleden Drive was forwarded to the Public Works Department requesting extended parking. This matter was previously reviewed in December 1986 and extended parking was not recommended at that time. After further review in June 1988, it was found that each of the units in this townhouse complex possesses 200% on-site parking.

In accordance with Council policy, adopted in May 1984, extended on-street parking will only be considered in residential areas where less than 200% on-site parking is available with no room for expansion.

It was indicated that 12-hour parking is provided on Havenwood Drive in the same area, however, the homes on that roadway have less than 200% on-site parking.

Some of the problem may arise from the residents using their garage for storage and not for their vehicles, which indicates that the request to extend on-street parking may have been proposed simply for convenience.

Therefore, extended on-street parking on Gulleden Drive for Peel Condominium Corporation #90, cannot be supported by the Public Works Department.

CONCLUSION:

There is sufficient on-site parking (200%) for each unit of the condominium complex and, based on City Council policy, extended on-street parking is therefore not required on Gulleden Drive.

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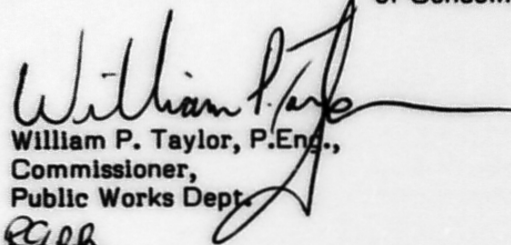
Chairman and Members of the
Operations and Works Committee

- 2 -

July 15, 1988.

RECOMMENDATION:

That in accordance with City Council policy, extended on-street parking not be implemented on Gulleden Drive as a minimum of 200% on-site parking is available for each unit of Condominium Corporation #90.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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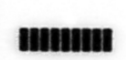
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MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

GULLEDEN DRIVE



Proposed 12 Hour
Parking



Received by
Clerk's Dept. AUG 2 1988

Clerk's Files F.06.04.05

OPERATION WORKS AUG 10 1988

Originator's
Files 11 141 00010
11 161 00011
13 211 00029

DATE: July 18, 1988.
TO: The Mayor and Members of Council
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: All-way Stop - City Centre Drive/Prince of Wales Drive - New Central Library.

ORIGIN: Frank J. Coppinger, Director of Building Services.

COMMENTS: The Public Works Department was requested by Frank Coppinger for comments regarding the proposed hoarding for the construction of the new Mississauga Central Library. The library will be constructed on the west side of the site directly in front of the City Centre (see attached plan).

Public Works comments included the following:

- (a) On west boundary, the hoarding line to be located .762 metres back from the curb line to allow a stop sign to be attached to the hoarding.
- (b) A chain link fence to be erected in lieu of hoarding at the north-east corner of the site to allow traffic visibility. The length is to be 1.5 metres along City Centre Drive and 2.5 metres along Prince of Wales Drive.
- (c) Normal setbacks of 1.5 metres along each boundary at each of the other three corners of the site are required.
- (d) The line of hoarding on the south side of the site is to be set back a minimum of 3 metres from Burnhamthorpe Road.
- (e) Installation of an all-way stop at the intersection of City Centre Drive and Prince of Wales Drive. No hoarding should be erected prior to approval.

CONCLUSION: Due to the increased traffic during the new central library construction period, an all-way stop should be erected at the intersection of City Centre Drive and Prince of Wales Drive. This will help to improve safety and minimize delays to vehicles during this time.

.../2

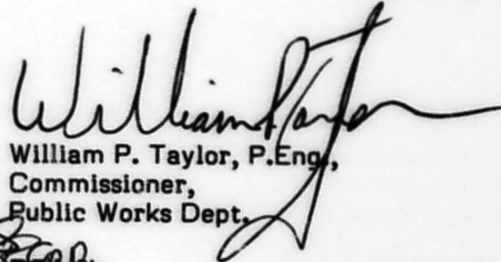
11(a)

Mayor McCallion and
Members of Council

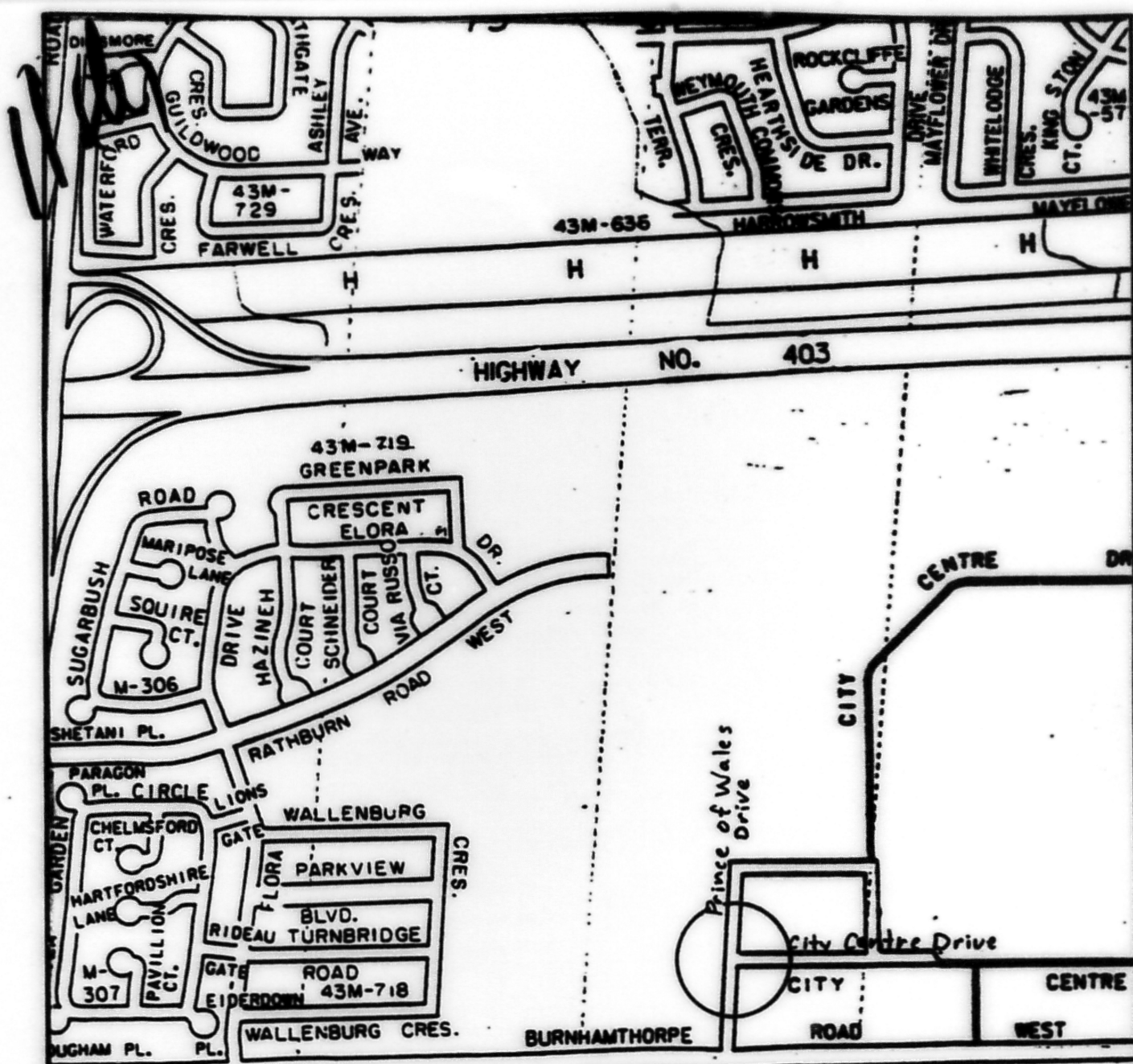
- 2 -

July 15, 1988.

RECOMMENDATION: That a by-law be enacted to amended By-law 444-79, as amended, to implement an all-way stop at the intersection of City Centre Drive and Prince of Wales Drive.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

Prince of Wales Drive /
City Centre Drive

Proposed All-way Stop



Corporate Report

Received by AUG 2 1988
Clerk's Dept.

Clerk's Files F.06.04.05

12

OPERATION WORKS AUG 10 1988

Originator's 11 141 00045
Files 13 211 00027

DATE: July 27, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works Department
SUBJECT: Request for All-way Stops on Golden Orchard Drive

ORIGIN: Council May 24, 1988 - request No. 161/88
Petition from Mrs. P. Fedora, 4079 Golden Orchard Drive

COMMENTS: The Public Works Department has been requested to implement all-way stops at each of the intersections on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road.

A number of residents in their petition have indicated that speeding is a problem in the area and should be controlled by the implementation of all-way stops.

In response to this issue, Public Works staff have conducted radar speed studies on Golden Orchard Drive during both the a.m. and p.m. peak hours on July 15, 1988. The resultant 85th percentile speeds were 53km/h and 59km/h, respectively, in this 50km/h speed zone. These speeds would not be considered enforceable by the Peel Regional Police.

Further, in keeping with the Ministry of Transportation of Ontario recommendations and guidelines, stop signs should not be used as speed control devices. Indiscriminate use of stop signs, as suggested in this case, can lead to their disregard and thereby creating an even greater number of traffic violations (i.e. not stopping, squeeling of tires, speeding between stop signs). These are all common occurrences at unwarranted all-way stop locations.

Side street volumes at each of the proposed intersections are minimal. They would therefore not warrant an all-way stop based on traffic volumes, and would only result in unnecessary delays to traffic on the through roadway (Golden Orchard Drive).

July 27, 1988.

COMMENTS: (Continued)

The potential problem area on this stretch of roadway has been identified as the curve north of Scottsburg Crescent. Curve warning and reduced speed signs were installed in this vicinity in March 1987 to improve driver awareness of the roadway geometrics. Although this is perceived to be a problem area records show that only one reportable collision has occurred since 1979.

CONCLUSION:

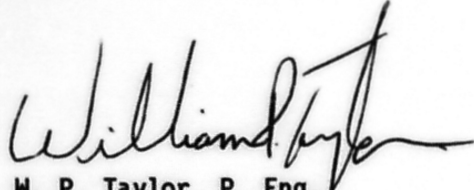
Based on this Department's observations, low traffic volumes and low accident occurrences, an all-way stop would not be warranted at any intersection on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road.

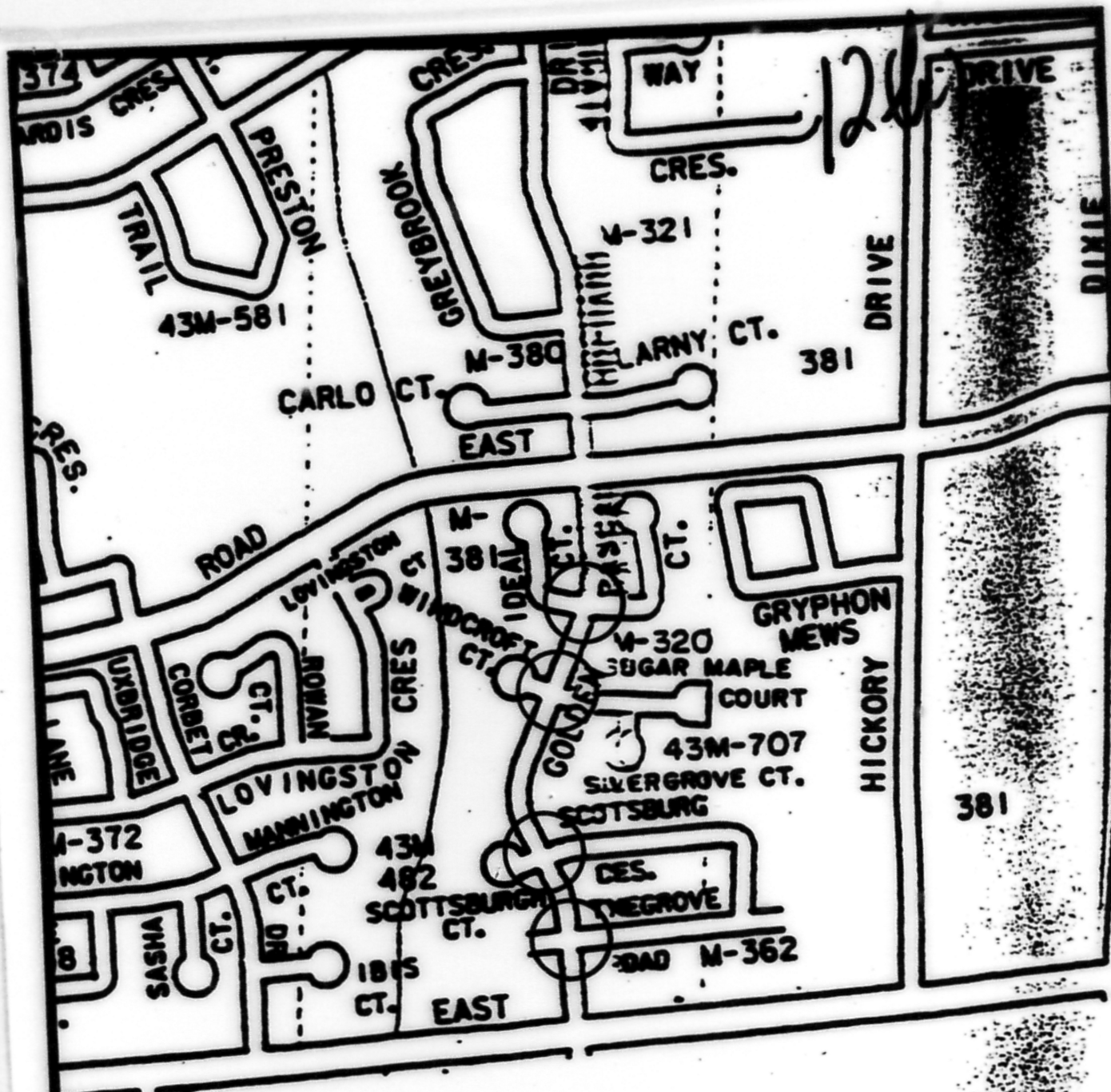
This proposal would only cause delays to through traffic on Golden Orchard Drive, which is considered a minor collector roadway, and may result in a significant reduction in the level of safety.

RECOMMENDATION:

That an all-way stop not be implemented at any intersection on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road, as warrants are not met.

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W. P. Taylor, P. Eng.
Commissioner
Public Works Department



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

GOLDEN ORCHARD DRIVE
Proposed All-way Stops

Z-20



The Regional Municipality of Peel

Office of the Clerk

AUG 10 1988

OPERATION WORKS

July 15, 1988

Mr. T.L. Julian, Clerk
City of Mississauga
Mississauga Civic Centre
300 City Centre Drive
Mississauga, Ontario
L5B 3C1



Dear Sir:

Subject: Soil Replacement Program
Our Reference: 88-464-68

This is to advise that the following resolution was approved by Regional Council at its meeting held on July 14, 1988:

That the Ministry of the Environment make plans to implement a soil replacement program for residences with at least one site with lead soil concentrations at or in excess of 1000 ppm and at those residences with soil lead concentrations at or in excess of 500 ppm where children 5 years and under currently reside;

And further, that the Ministry of the Environment make a commitment to replace soil at residences with soil lead concentrations at or in excess of 500 ppm if children 5 years and under should occupy these residences in the future;

And further, that the Ministry of the Environment take remedial steps to reduce the possibility that highly contaminated commercial and industrial sites will serve as a source of re-entrainment of dust lead in the community;

And further, that the cost of these soil replacement and remedial programs be shared by the Ontario Government and the companies responsible for the industrial pollution;

Region of Peel

13(a)

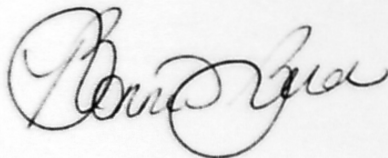
-2-

And further, that this report be distributed to residents included in the Ministry of the Environment's sampling area;

And further, that owners of properties with lead soil concentrations in excess of 500 ppm be surveyed to determine whether they wish to participate in the soil replacement program;

And further, that a copy of the report be sent to the Ministry of the Environment, the City of Mississauga, and other interested parties for comment.

A copy of the subject report is enclosed as directed.



 Larry E. Button
Regional Clerk

...../yp
CM

Enclosure

cc: Ms. L. McKee, Chairman, Mississauga Citizens' Environmental
Protection Association
Mr. T. Miller, Brampton Environmental Association



13/6/88

E1

The Regional Municipality of Peel

June 28, 1988

To: Chairman and Members
Health Committee

Re: EVIDENCE IN SUPPORT OF A SOIL REPLACEMENT
PROGRAM FOR SPECIFIC RESIDENCES IN CLOSE
PROXIMITY TO THE TONOLLI PLANT IN MISSISSAUGA

Introduction

In November of 1987, the Peel Health Department presented a report to Health Committee on lead concentrations in blood samples taken from children 5 years and under living in close proximity to the Tonolli and Exide plants in Mississauga.

Analysis of blood tests on 43 children 5 years and under living in the study area showed that:

- no children had evidence of blood lead poisoning (i.e. blood lead concentrations at or in excess of 20 ug/dl);
- average blood lead levels of these children were lower than those obtained from surveys of children living in other urban and suburban communities across Ontario.

The second phase of the Health Department's study is to determine whether there are specific residential or public sites in close proximity to the Tonolli and Exide plants which may warrant removal of soil due to lead contamination.

The analysis of the impact of lead emissions on specific sites is based on the following data:

- 1) The results of extensive soil lead tests carried out on residential and publicly-accessed properties in the study area by the Ministry of the Environment (MOE).
- 2) Direct comparison of blood lead levels of children in the study area with lead levels in soil samples from property surrounding the children's residences.

Health Committee
June 28, 1988
Page 2

Overview of Current Guidelines

All children in North American society are exposed to lead through diet and environmental pollution and, consequently, all children have some degree of blood lead contamination. The precise threshold, however, for the harmful effects of lead on the central nervous system is not known.

The United States Centers for Disease Control (CDC) states that no safe level for blood lead in children has been established and that this level should be reduced whenever possible.¹

It is difficult to quantify what the effect of a given source of lead pollution is on the lead burden of children who may be exposed to it. In any population of children, one would expect that the major portion of variation in blood lead would be a function of diet, hygiene, play habits and housekeeping practices on the part of parents or guardians.

Health and Welfare Canada estimates that food accounts for 66% of lead ingestion by children 1 to 3 years of age.²

With respect to environmental sources, studies suggest that the most likely pathway leading to increased blood lead levels in children is exposure to lead in house dust which has been contaminated by lead in surface soil. Thus, poor hygiene and housekeeping practices will tend to maximize the impact of environmental exposures on blood lead. At the same time, one would expect that routine access to play areas with high concentrations of lead in surface soil would have the greatest effect on children 2 years and under due to the prevalence of hand-to-mouth contact in this age group.

Therefore, it is possible that a specific source of industrial lead pollution can increase blood lead levels

¹(C.D.C.) United States Centers for Disease Control. 1985. Preventing Lead Poisoning in Young Children. U.S. Department of Health and Human Services, Atlanta, Ga.

²Human Exposure to Environmental Lead: A Report prepared by the Department of National Health and Welfare for the Department of the Environment; November 1982.

13(d)

E1-3

Health Committee
June 28, 1988
Page 3

in a relatively small proportion of children in a given area whose exposures take place through established blood lead pathways. The majority of children may remain unaffected if they are not exposed to lead in a manner which will result in increased body absorption.

In December 1986, the MOE established the Lead in Soil Committee to recommend a "scientifically defensible" soil removal guideline for lead contaminated soil. In a subsequent report, the Committee recommended that "soil lead guideline levels be established between 500 ppm and 1000 ppm".³

The specific recommendations of the Committee are that:

A 500 ppm guideline level is appropriate for agricultural areas.

A 1000 ppm guideline level is appropriate for areas to which children do not have routine access.

A guideline level between 500 and 1000 ppm is appropriate for areas to which children do have routine access. Socio-economic and technical factors should be assessed in determining the actual guideline levels for specific sites.

The Committee members were split, however, on the need to adopt a soil lead guideline lower than 1000 ppm. The Committee representatives from government and industry were of the opinion that available scientific evidence does not support a soil lead guideline level lower than 1000 ppm. However, for sites to which children do have routine access, the representatives from the South Riverdale Community Health Centre, the Niagara Neighbourhood Association, the Ontario Association for Children and Adults with Learning Disabilities and the Toronto Department of Public Health felt that a 500 ppm guideline level is necessary.

Subsequently, the Toronto Department of Public Health used the 500 ppm guideline for identifying residences in South Riverdale which qualified for soil removal in the clean-up program implemented by the MOE.

³Report to the Minister of the Environment by the Lead Soil Committee Review and Recommendation on a Lead in Soil Guideline; M.O.E. May 1987.

E1-4

13(e)

Health Committee
June 28, 1988
Page 4

Results of the MOE Survey of Soil Samples

The MOE sampled 296 residential properties (850 sites) and 95 public and public-accessible sites in the vicinity of Tonolli.

Analysis of these samples showed that 74 residential properties had soil lead contamination equal to or exceeding 500 ppm at a sampling depth of 0-5 cm at a minimum of one of the sites sampled.

Fourteen of these properties had at least one sample with soil lead concentrations in excess of 1000 ppm in the front, back or side yards.

An additional 9 residences had soil lead concentrations in excess of 1000 ppm in the boulevard fronting the house. Note that soil lead concentrations from samples taken at the boulevard are likely to be higher due to lead emissions from cars.

The remaining 51 residences had at least one sample with soil lead concentrations between 500 ppm and 999 ppm.

Of the 95 public and publicly-accessible commercial and industrial sites sampled, 40 had soil lead concentrations equal to or exceeding 1000 ppm with 8 of these sites exceeding 5000 ppm. Two sites around Tonolli were as high as 35,000 ppm.

Comparison of Blood Lead and Soil Lead

There were only six situations identified where one or more children 5 years and under were living at residences with soil lead concentrations above the 500 ppm. In two of these cases, soil lead concentrations were above 1000 ppm. In the remaining 4 cases, soil lead concentrations were between 500 ppm and 999 ppm.

Therefore, relatively few of the children were exposed to soil lead concentrations in excess of the 500 ppm on a routine basis.

Thus, it is not surprising that the mean blood lead levels from the 42 children included in the test sample was relatively low and did not appear to be affected by industrial sources of lead pollution.

1341

E1-5

Health Committee
June 28, 1988
Page 5

A subsample of 9 children 2 years of age was analyzed separately. The reason for selecting children in this age group is that they are the ones most likely to be affected by exposure to lead in soil due to the frequency of hand-to-mouth contact. Only 2 of the 9 children lived at residences with soil lead concentrations in excess of 500 ppm (see Figure 1).

This analysis shows that these 2 children had the highest concentrations of blood lead - 15.8 ug/dl and 13.9 ug/dl, versus the mean of 11.2 ug/dl.

One can not draw a conclusion from these data since the sample is too small to carry out statistical tests or examine meaningful trends. It does suggest that a prudent course of action would be to remove lead soil in excess of 500 ppm at residences where children 5 years and under reside.

Discussion of Results

Results from the MOE soil tests of residences in close proximity to Tonolli show that there are a minimum of 17 residences which exceed soil lead guidelines recommended by the Soil Lead Committee.

Fourteen of these residences have soil lead concentrations from at least one sample in excess of 1000 ppm.

An additional 4 residences with children 5 years and under have soil lead concentrations between 500 ppm and 999 ppm.

Remedial measures should be taken at publicly accessible sites with soil lead concentrations in excess of 2500 ppm. These remedial measures could involve sodding open dirt areas, paving or soil replacement.

It is clear that based on the experience of South Riverdale, criteria for soil replacement could be established at the lower level of 500 ppm regardless of whether there are children 5 years and under residing at a given household.

One argument in favour of this approach is that there is no guarantee that children in this age group will not inhabit these residences at some point in the future.

E1-6

13(g)

Health Committee
June 28, 1988
Page 6

The argument against this approach is that soil replacement is very costly and, at the present time, there is no scientific basis for replacing soil at households with soil lead concentrations between 500 ppm and 999 ppm where children do not reside.

Of course, the replacement of soil at a given property could only be carried out if the owner agreed to cooperate with the MOE. Any decision to lower the criteria for soil replacement to a standard below 1000 ppm should take account of how property owners affected by this decision feel about a soil replacement program. It could very well be that when residents weigh the health risks against the inconvenience of soil replacement and the ensuing damage to gardens and landscaping, many may decide against participating in the program.

On the basis of this report:

IT IS THEREFORE RECOMMENDED THAT the Ministry of the Environment make plans to implement a soil replacement program for residences with at least one site with lead soil concentrations at or in excess of 1000 ppm and at those residences with soil lead concentrations at or in excess of 500 ppm where children 5 years and under currently reside;

AND FURTHER THAT the Ministry of the Environment make a commitment to replace soil at residences with soil lead concentrations at or in excess of 500 ppm if children 5 years and under should occupy these residences in the future;

AND FURTHER THAT the Ministry of the Environment take remedial steps to reduce the possibility that highly contaminated commercial and industrial sites will serve as a source of re-entrainment of dust lead in the community;

AND FURTHER THAT the cost of these soil replacement and remedial programs be shared by the Ontario Government and the companies responsible for the industrial pollution;

AND FURTHER THAT this report be distributed to residents included in the Ministry of the Environment's sampling area;

1321

E1-7

Health Committee
June 28, 1988
Page 7

AND FURTHER THAT owners of properties with lead soil concentrations in excess of 500 ppm be surveyed to determine whether they wish to participate in the soil replacement program;

AND FURTHER THAT a copy of the report be sent to the Ministry of the Environment, the City of Mississauga, and other interested parties for comment.

P. N. Cole

Peter N. Cole, M.D.
Commissioner and Medical Officer of Health

BK:ja

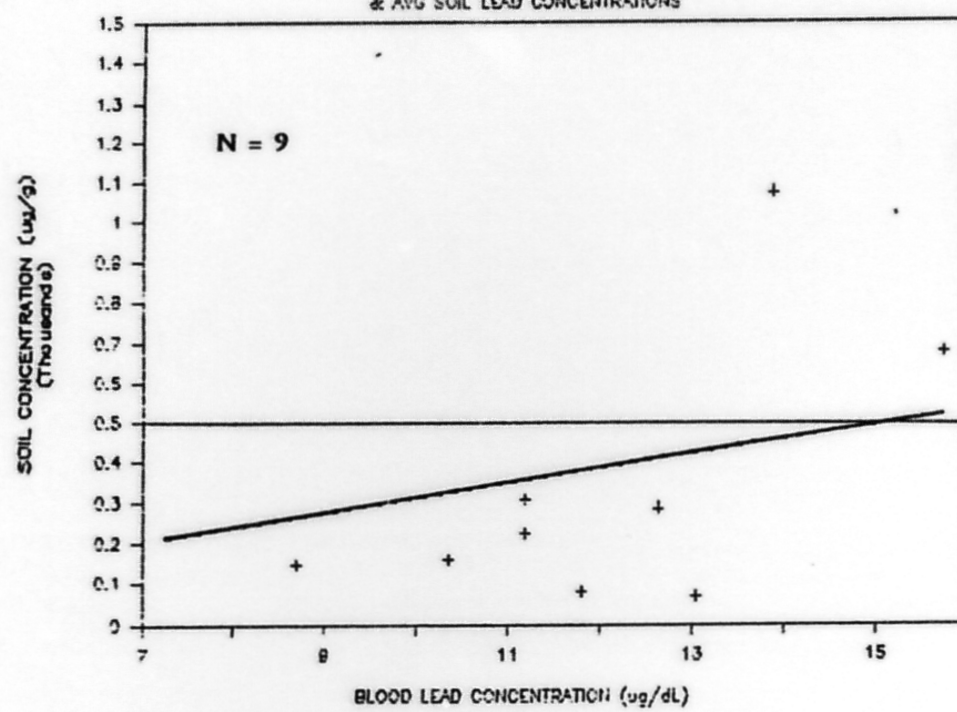
R. N. Cole

E1-8

1361

FIGURE 1

2-YR OLD CHILDREN'S BLOOD LEAD CONC'NS
& AVG SOIL LEAD CONCENTRATIONS



CITY OF MISSISSAUGA

MINUTES

MEETING FIFTEEN EIGHTY-EIGHT

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, AUGUST 10, 1988, 9:05 A.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT: Councillor F. McKechnie
Councillor H. Kennedy
Councillor D. Cook
Councillor D. Culham
Councillor D. Lane
Councillor T. Southorn (Chairman)
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor M. Prentice
Councillor L. Taylor

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. G. Bentley, Chief, Fire Department
Mr. E.J. Dowling, Transit General Manager
Mr. J. Rydzewski, Director Mississauga Transit
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator, Clerk's
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - AUGUST 10, 1988

DEPUTATIONS - NIL

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	D.05.01	1988 Second Quarter Review - Transit Department
2.	J.05.88000	Land Requirements for Road Widenings
3.	A.00.02.11	Letters of Credit - Builders
4.	B.01.03	Completion of Grading and Cleanup Work in new Residential Subdivisions
5.	T-86009	Kee Group Inc. - Reduction in Major Road Improvement Levy
6.	T-86052	Erin Mills Subdivision 308B - Sidewalk Installation
7.	M-539.02 F.02.02	Woodchuck Lane Subdivision - Assumption of Municipal Works
8.	B.07.84051	Adena Court Subdivision - Assumption of Municipal Works
9.	F.02.10.01	Bough Beeches Boulevard between Ponytrail Drive and Lewes Way - Renaming - Rowland Avenue
10.	F.06.04.02	Gulleden Drive - Request for Extended On Street Parking
11.	F.06.04.05	City Centre Drive/Prince of Wales Drive - All-way Stop
12.	F.06.04.05	Golden Orchard Drive - All-way Stop Request
13.	A.02.03.03.01	Soil Replacement Program - Region of Peel Resolution

MATTERS CONSIDERED:

1. Report dated August 2, 1988, from the Transit General Manager providing a Second Quarter Review of the transit operations. The report deals with the following:

- (a) ridership;
- (b) level of customer complaints;
- (c) major projects;
- (d) resources;
- (e) financial overview;
- (f) transit week.

Performance is on target at the halfway point and the original ridership, riders per capita and R/C ratio targets will be exceeded.

RECOMMENDATION:

- (a) That the report dated August 2, 1988, from the Transit General Manager regarding the 1988 Second Quarter Review of the Transit Department operations be received for information.
- (b) That the week of September 12 through 17, 1988, be proclaimed TRANSIT WEEK in Mississauga.

Mr. Dowling reviewed the report in detail highlighting the service improvements for the Fall and the public awareness program.

D.05.01

Approved

See Recommendation OW-325-88 (D. Culham)

2. Report dated July 27, 1988, from the Commissioner of Public Works regarding land requirements for road widenings.

A funding allocation is approved each year in the Capital Budget for the purchase of land required for road widening and storm drainage works. The majority of the land required for the road widening projects is acquired through gratuitous dedication by landowners as a condition of development approval. The amount of land that must be purchased by the City for any specific road widening is therefore dependent on how much of the land abutting the road has been or is being developed/redeveloped at the time of road reconstruction. As well, to some extent, the land purchase requirements also depend on the design features of the road widening.

The major road improvements approved in the 1988 Capital Budget include several road/structure widening projects - Creditview Road from Britannia Road to Bristol Road, Eglinton Avenue from Mavis Road to Creditview Road, McLaughlin Road from Bristol Road to Britannia Road, Eglinton Avenue Bridge, Intersection Improvements and Rathburn Road/Hurontario Interchange. At the time of Budget approval, the design of these works had not been prepared and therefore, the lands acquisition requirements could not be identified.

The design work for these projects has been or is being finalized. Property negotiations are in progress for outstanding land purchase requirements.

The estimated cost of land acquisitions has escalated significantly in 1988 as a result of existing market conditions.

Land purchase requirements associated with the approved 1988 major road widening projects are estimated to cost \$961,000. Only \$656,000 is available in the Land Acquisition and the Eglinton Avenue - Mavis Road to Creditview Road budgets. A transfer of \$305,000 is required from the Capital Contingency in order to offset the estimated funding shortfall.

In an effort to more accurately define and provide for land requirements associated with future road widening projects, it is this Department's intent to proceed with design work on several major road projects in the year prior to construction approval. In this regard, a report was submitted to Operations and Works Committee on August 2, 1988, seeking approval for the engagement of consultants to begin preparation of the designs for some of the future major road works.

Based on the results of the tender bids for the McLaughlin Road - Bristol Road to Britannia Road and the Credit River Bridge projects, additional funding for land may be available in the approved construction budgets. If this is the case, such amounts will be identified as part of the tender award report to Council and will be returned to the Capital Contingency.

RECOMMENDATION:

- (a) That the 1988 Land Acquisition budget be revised as follows:

Gross Cost	\$605,000
Subsidy	<u>120,000</u>
Net City Cost	<u>\$485,000</u>

- (b) That \$305,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the 1988 Land Acquisition budget and the necessary by-law be enacted.
- (c) That, subject to the results of the tender bidding process for the McLaughlin Road - Bristol Road to Britannia Road and the Credit River Bridge projects, any funding available in the construction budgets for land purchase be identified in the tender award reports to Council and be returned to the Capital Contingency Account.

August 10, 1988

- (d) That efforts be made by the Public Works Department to undertake design works for major road improvement projects in advance of construction approval in order that the land requirements associated with these projects can be identified and appropriate funding provisions can be made in the Capital Budget.

J.05.88000

Approved

See Recommendation OW-326-88 (D. Culham)

Items 3 and 4 were dealt with as one item

3. Report dated July 25, 1988, from the Commissioner of Public Works regarding Letters of Credit from Builders.

In all subdivisions within Mississauga, the developers are required to secure an amount of money to ensure the completion of lot grading within the subdivision. The suggestion has been made that the builders put up a deposit to guarantee completion of the lot grading rather than securing the deposits through the Servicing Agreement.

Although the actual landscaping and grading work is generally carried out by the builder or a subcontractor hired by the house builder, the onus should remain with the overall developer, as it is the developer's responsibility under the Servicing Agreement to comply with the approved overall lot grading plans.

In addition, Public Works is concerned about the increased complexity and paperwork required to secure deposits relating to each building lot from the various builders involved and in the conflicts which may arise between the adjacent builders.

RECOMMENDATION:

That no change be made to the current City of Mississauga policy and that individual builders not be required to post grading deposits in new residential subdivisions.

A.00.02.11

Approved

See Recommendation OW-327-88 (D. Culham)

4. Report dated July 25, 1988, from the Commissioner of Public Works regarding the completion of grading and clean up work in new residential subdivisions.

The Public Works Department has been experiencing some degree of difficulty in obtaining final lot grading certification from certain developers and their engineering consultants. In some instances, grading issues have taken up to three years and extensive staff effort to resolve.

Public Works staff has been making concerted efforts to reduce the time required to complete grading certifications, however, certain developers and/or their consultants have failed to respond to this department's request.

In order to speed up the lot grading certification process it is proposed that all developers and their consultants working in the City of Mississauga should be advised that where, in the opinion of the Commissioner of Public Works, the lot grading work has been lagging longer than twelve months from the issuance of the Building Permit and where insufficient efforts are being put into the completion of the lot grading by the developer, subsequent approvals for those individuals involved will be deferred until satisfactory work has been completed.

RECOMMENDATION:

- a) That in those instances where, in the opinion of the Commissioner of Public Works, insufficient progress is being made in the completion and certification of lot grading or in resolving other problems within residential subdivisions, further development approvals for those individual developers be withheld until satisfactory progress has been demonstrated in the completion of outstanding lot grading items and other works.
- (b) That the Consulting Engineers be advised that if they are uncooperative in completing a subdivision on behalf of a developer, approval for retention for additional projects will be withheld pending resolution of outstanding issues.

Councillor Taylor suggested that the recommendation regarding the builder's letter of credit be referred to the Toronto Home Builders' Association and the Urban Development Institute to respond to the suggestion.

Mr. Taylor pointed out that the City's agreement with the Developer is sufficient to ensure completion of other subdivision and that is the rationale for the recommendation to withhold further approvals until outstanding problems are resolved.

Councillor Culham moved approval of the recommendations as amended by the addition of the following:

- (d) That Public Works Staff convene a meeting early in 1989 with the Developers and their Consultants to review any problems in the completion of residential subdivisions.
- (e) That Public Works Staff prepare a report for a future Operations and Works Committee meeting regarding those Developers who are not fulfilling their obligations in the completion of residential subdivisions.
- (f) That Public Works Staff prepare a report for a future Operations and Works Committee meeting on the advisability of increasing the administration fee when it is necessary for the City to draw on Letters of Credit to complete outstanding works in residential subdivisions.

- (g) That the Toronto Home Builders Association and the Urban Development Institute be advised of the foregoing recommendations.

B.01.03

Amended

See Recommendation OW-327-88 (D. Culham)

5. Report dated July 28, 1988, from the Commissioner of Public Works regarding a reduction to Major Road Improvement Levy to be granted to Kee Group Inc. for proposed residential subdivision, T-86009 (located west of McLaughlin Road and north of Eglinton Avenue West).

This residential plan of subdivision is proposed on lands north of Eglinton Avenue West and west of McLaughlin Road. Under the Standard Financial Agreement for this development the developer will be responsible to pay a Major Road Improvement Levy in the amount of \$643,677.07 based on the present rate of \$25,291.83 per ha.

Under the terms of the proposed Servicing Agreement, the developer is required to construct Bristol Road West and Mavis Road located within this plan of subdivision. Both Mavis Road and Bristol Road West were considered in the calculations for the Major Road Improvement Levy. Based on standard procedure of crediting the developer for 80% of the cost for a four lane paved curb and gutter road with roadway storm sewers, a credit of \$470,523.03 should be considered by Council against a Major Road Improvement Levy for Plan 21T-86009.

RECOMMENDATION:

That the Financial Agreement for proposed Plan T-86009 located north of Eglinton Avenue West and west of McLaughlin Road indicate a credit of \$470,523.03 is to be afforded to developer Kee Group Inc. against the Major Road Improvement Levy.

T-86009

Approved

See Recommendation OW-328-88 (D. Culham)

6. Report dated July 25, 1988, from the Commissioner of Public Works regarding the sidewalk installation Erin Mills Subdivision Nbhd 308B Draft Plan of Subdivision T-86052.

Erin Mills Dev. Corp. has requested that the City review the location of sidewalk installations within the proposed residential neighbourhood 308B (T-86052). The conditions of draft approval provided sidewalks under the old policy and the request is for approval of the sidewalks under the new policy.

Basically there is a single sidewalk on all streets within the subdivision with the exception of cul-de-sacs which have no sidewalk and the entrance into the subdivision via Street 'P' which has a sidewalk on both sides from Winston Churchill Blvd. to Street 'H'.

The sidewalk arrangement proposed by Erin Mills Dev. Corp. is satisfactory and the terms of the Consolidated Report should be altered to reflect this revised layout.

RECOMMENDATION:

That sidewalks within the residential Draft Plan of Subdivision T-86052 (Erin Mills Dev. Corp. Nbhd 308B) be installed in the following locations :

- on the north side of Street 'P' from Winston Churchill Blvd. to Street 'H'
- on the south side of Street 'P' from Winston Churchill Blvd. to Street 'A'
- on the west and north side of Street 'H' from Street 'P' to Street 'G'
- on the north side of Street 'C' from Winston Churchill Blvd. to Street 'E'
- on the north and west side of Street 'A' from Winston Churchill Blvd. to Street 'H'
- on the west side of Street 'E' from Street 'A' to Street 'P'
- on the south and east side of Street 'E' from Street 'E' to Street 'P'

T-86052
F.05.01

Approved

See Recommendation OW-329-88 (H. Kennedy)

7.

Report dated July 28, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Woodchuck Lane Subdivision, Reg. Plan 43M-539 (located north of Burnhamthorpe Road West and west of Mississauga Road).

The developer has complied with all of the requirements in the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Vensil Construction Limited, Reg. Plan 43M-539, located north of Burnhamthorpe Road West and west of Mississauga Road.
- (b) That the Letter of Credit (current value \$139,651.65) securing a Servicing Agreement for Reg. Plan 43M-539, be returned to the developer, Vensil Construction Limited.
- (c) That a by-law be enacted to establish the road allowances within Reg. Plan 43M-539 as public highway and part of the municipal highway system of the City of Mississauga.

M-539.02
F.02.02

Approved

See Recommendation OW-330-88 (D. Lane)

8. Report dated July 22, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Adena Court Subdivision, Ref. Plan 43R-11733 (located north of The Queensway West and east of Highway 10).

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11733 located north of The Queensway West and east of Highway 10.
- (b) That the Letter of Credit (current value \$27,715.94) securing a Servicing Agreement for Ref. Plan 43R-11733, be returned to the developer, 578646 Ontario Limited.

B.07.84051

Approved

See Recommendation OW-331-88 (D. Cook)

9. Report dated July 29, 1988, from the Commissioner of Public Works regarding the renaming Bough Beeches Boulevard between Ponytrail Drive and Lewes Way.

Bough Beeches Boulevard between Lewes Way and Ponytrail Drive is discontinuous from the remainder of Bough Beeches Boulevard as indicated on the attached map.

There has been some confusion with the Emergency Services in locating addresses on this section of Bough Beeches Boulevard. In addition, a land severance has been recently processed which will require the extension of the existing Rowland Avenue from the west to connect to Bough Beeches Boulevard at Lewes Way. This extension will result in the need for a street name change.

As Rowland Avenue will be extended to connect to the existing Bough Beeches Boulevard at Lewes Way, and to eliminate any future confusion for emergency vehicles in locating addresses, Bough Beeches Boulevard between Ponytrail Drive and Lewes Way should be renamed Rowland Avenue.

RECOMMENDATION:

That the City Clerk undertake the necessary procedures to rename Bough Beeches Boulevard between Ponytrail Drive and Lewes Way to "Rowland Avenue" and that the street be double signed indicating both names for a period of one year after renaming.

Councillor Prentice requested that the Committee refer this report back to Staff for further consideration in conjunction with an adjacent development.

F.02.10.01

Amended

See Recommendation OW-332-88 (D. Cook)

10. Report dated July 15, 1988, from the Commissioner of Public Works in response to a request to review Gulleden Drive regarding the need for extended 12-hour on-street parking.

A petition from the residents of 1415/1485 Gulleden Drive was forwarded to the Public Works Department requesting extended parking. This matter was previously reviewed in December 1986 and extended parking was not recommended at that time. After further review in June 1988, it was found that each of the units in this townhouse complex possesses 200% on-site parking.

In accordance with Council policy, adopted in May 1984, extended on-street parking will only be considered in residential areas where less than 200% on-site parking is available with no room for expansion.

It was indicated that 12-hour parking is provided on Havenwood Drive in the same area, however, the homes on that roadway have less than 200% on-site parking.

Some of the problem may arise from the residents using their garage for storage and not for their vehicles, which indicates that the request to extend on-street parking may have been proposed simply for convenience.

Therefore, extended on-street parking on Gulleden Drive for Peel Condominium Corporation #90, cannot be supported by the Public Works Department.

RECOMMENDATION:

That in accordance with City policy, extended on-street parking not be implemented on Gulleden Drive as a minimum of 200% on-site parking is available for each unit of Condominium Corporation #90.

F.06.04.02

Approved

See Recommendation OW-333-88 (D. Culham)

11. Report dated July 18, 1988, from the Commissioner of Public Works in response to a request from Building Services for comments regarding the proposed hoarding for the construction of the new Mississauga Central Library. The library will be constructed on the west side of the site directly in front of the City Centre.

Due to the increased traffic during the new central library construction period, an all-way stop should be erected at the intersection of City Centre Drive and Prince of Wales Drive. This will help to improve safety and minimize delays to vehicles during this time.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement an all-way stop at the intersection of City Centre Drive and Prince of Wales Drive.

F.06.04.05

Approved

See Recommendation OW-334-88 (D. Culham)

12. Report dated July 27, 1988, from the Commissioner of Public Works in response to a petition from the residents on Golden Orchard Drive for all-way stops at each of the intersections on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road.

A number of residents in their petition have indicated that speeding is a problem in the area and should be controlled by the implementation of all-way stops.

Based on this Department's observations, low traffic volumes and low accident occurrences, an all-way stop would not be warranted at any intersection on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road.

This proposal would only cause delays to through traffic on Golden Orchard Drive, which is considered a minor collector roadway, and may result in a significant reduction in the level of safety.

RECOMMENDATION:

That an all-way stop not be implemented at any intersection on Golden Orchard Drive between Rathburn Road and Burnhamthorpe Road, as warrants are not met.

Councillor Prentice advised that this road has been of concern to the residents for some time and over the past three years a number of things have been tried in an effort to solve the problem. It is used as a cut through between Burnhamthorpe Road and Rathburn Road. It is a winding road and motorists often wind up on the wrong side of the road when attempting to negotiate the curves. While the warrants are not met, the residents in the area are very concerned and Councillor Prentice requested the Committee approve two of the all-way stops at Scottsburg Crescent and Sugar Maple Court.

Councillor McKechnie recommended the item be referred to the Council scheduled for August 15, 1988, without a recommendation to provide a site inspection of the road.

Councillor Culham requested that Staff review the advisability of centre line painting on such roadways recognizing that it is not current City policy.

F.06.04.05

Referred to Council Without Recommendation

13. Letter dated July 15, 1988, from Peel Regional Clerk outlining a resolution adopted by Regional Council on July 14, 1988, regarding a Soil Replacement Program.

RECOMMENDATION:

That the City of Mississauga endorse the following resolution approved by Peel Regional Council at its meeting on July 14, 1988:

"That the Ministry of the Environment make plans to implement a soil replacement program for residents with at least one site with lead soil concentrations at or in excess of 1000 ppm and those residences with soil lead concentrations at or in excess of 500 ppm where children 5 years and under currently reside;

And further, that the Ministry of the Environment make a commitment to replace soil at residences with soil lead concentrations at or in excess of 500 ppm if children 5 years and under should occupy these residences in the future;

And further, that the Ministry of the Environment take remedial steps to reduce the possibility that highly contaminated commercial and industrial sites will serve as a source of re-entrainment of dust lead in the community;

And further, that the cost of these solid replacement and remedial programs be shared by the Ontario Government and the companies responsible for the industrial pollution;

And further, that this report be distributed to residents included in the Ministry of the Environment's sampling area;

And further, that owners of properties with lead soil concentrations in excess of 500 ppm be surveyed to determine whether they wish to participate in the soil replacement program.

A.02.03.03.01

Endorsed

See Recommendation OW-335-88 (D. Cook)

Recommendations: As per Report 15-88

Adjournment: 11:30 a.m.

THE OPERATIONS AND WORKS COMMITTEE

AUGUST 10, 1988

REPORT 15-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fifteenth report and recommends:

- OW-325-88 (a) That the report dated August 2, 1988, from the Transit General Manager regarding the 1988 Second Quarter Review of the Transit Department operations be received for information.
- (b) That the week of September 12 through 17, 1988, be proclaimed TRANSIT WEEK in Mississauga.

D.05.01
(OW-325-88)

- OW-326-88 (a) That the 1988 Land Acquisition budget be revised as follows:

Gross Cost	\$605,000
Subsidy	<u>120,000</u>
Net City Cost	<u>\$485,000</u>

- (b) That \$305,000 be allocated from the Capital Contingency Account within the Capital Reserve Fund to the 1988 Land Acquisition budget and the necessary by-law be enacted.
- (c) That, subject to the results of the tender bidding process for the McLaughlin Road - Bristol Road to Britannia Road and the Credit River Bridge projects, any funding available in the construction budgets for land purchase be identified in the tender award reports to Council and be returned to the Capital Contingency Account.
- (d) That efforts be made by the Public Works Department to undertake design works for major road improvement projects in advance of construction approval in order that the land requirements associated with these projects can be identified and appropriate funding provisions can be made in the Capital Budget.

J.05.88000
(OW-326-88)

- OW-327-88 (a) That individual builders not be required to post grading deposits in new residential subdivisions.
- (b) That in those instances where, in the opinion of the Commissioner of Public Works, insufficient progress is being made in the completion and certification of lot grading or in resolving other problems within residential subdivisions, further development approvals for those individual developers be withheld until satisfactory progress has been demonstrated in the completion of outstanding lot grading items and other works.
- (c) That the Consulting Engineers be advised that if they are uncooperative in completing a subdivision on behalf of a developer, approval for retention for additional projects will be withheld pending resolution of outstanding issues.
- (d) That Public Works Staff convene a meeting early in 1989 with the Developers and their Consultants to review any problems in the completion of residential subdivisions.
- (e) That Public Works Staff prepare a report for a future Operations and Works Committee meeting regarding those Developers who are not fulfilling their obligations in the completion of residential subdivisions.
- (f) That Public Works Staff prepare a report for a future Operations and Works Committee meeting on the advisability of increasing the administration fee when it is necessary for the City to draw on Letters of Credit to complete outstanding works in residential subdivisions.
- (g) That the Toronto Home Builders Association and the Urban Development Institute be advised of the foregoing recommendations.

A.00.02.11

B.01.03

(OW-327-88)

- OW-328-88 That the Financial Agreement for proposed Plan T-86009 located north of Eglinton Avenue West and west of McLaughlin Road indicate a credit of \$470,523.03 is to be afforded to developer Kee Group Inc. against the Major Road Improvement Levy.

T-86009

(OW-328-88)

OW-329-88 That sidewalks within the residential Draft Plan of Subdivision T-86052 (Erin Mills Dev. Corp. Nbhd 308B) be installed in the following locations :

- on the north side of Street 'P' from Winston Churchill Blvd. to Street 'H'
- on the south side of Street 'P' from Winston Churchill Blvd. to Street 'A'
- on the west and north side of Street 'H' from Street 'P' to Street 'G'
- on the north side of Street 'C' from Winston Churchill Blvd. to Street 'E'
- on the north and west side of Street 'A' from Winston Churchill Blvd. to Street 'H'
- on the west side of Street 'E' from Street 'A' to Street 'P'
- on the south and east side of Street 'E' from Street 'E' to Street 'P'

T-86052
F.05.01
(OW-329-88)

- OW-330-88 (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Vensil Construction Limited, Reg. Plan 43M-539, located north of Burnhamthorpe Road West and west of Mississauga Road.
- (b) That the Letter of Credit (current value \$139,651.65) securing a Servicing Agreement for Reg. Plan 43M-539, be returned to the developer, Vensil Construction Limited.
- (c) That a by-law be enacted to establish the road allowances within Reg. Plan 43M-539 as public highway and part of the municipal highway system of the City of Mississauga.

M-539.02
F.02.02
(OW-330-88)

- OW-331-88 (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for 578646 Ontario Limited, Ref. Plan 43R-11733 located north of The Queensway West and east of Highway 10.
- (b) That the Letter of Credit (current value \$27,715.94) securing a Servicing Agreement for Ref. Plan 43R-11733, be returned to the developer, 578646 Ontario Limited.

B.07.84051
(OW-331-88)

OW-332-88 That the report dated July 29, 1988, from the Commissioner of Public Works regarding the renaming Bough Beeches Boulevard between Ponytrail Drive and Lewes Way to "Rowland Avenue" be referred back to Staff for further review.

F.02.10.01
(OW-332-88)

OW-333-88 That in accordance with City policy, extended on-street parking not be implemented on Gulleden Drive as a minimum of 200% on-site parking is available for each unit of Condominium Corporation #90.

F.06.04.02
(OW-333-88)

OW-334-88 That a by-law be enacted to amended By-law 444-79, as amended, to implement an all-way stop at the intersection of City Centre Drive and Prince of Wales Drive.

F.06.04.05
(OW-334-88)

OW-335-88 That the City of Mississauga endorse the following resolution approved by Peel Regional Council at its meeting on July 14, 1988:

"That the Ministry of the Environment make plans to implement a soil replacement program for residents with at least one site with lead soil concentrations at or in excess of 1000 ppm and those residences with soil lead concentrations at or in excess of 500 ppm where children 5 years and under currently reside;

And further, that the Ministry of the Environment make a commitment to replace soil at residences with soil lead concentrations at or in excess of 500 ppm if children 5 years and under should occupy these residences in the future;

And further, that the Ministry of the Environment take remedial steps to reduce the possibility that highly contaminated commercial and industrial sites will serve as a source of re-entrainment of dust lead in the community;

And further, that the cost of these solid replacement and remedial programs be shared by the Ontario Government and the companies responsible for the industrial pollution;

And further, that this report be distributed to residents included in the Ministry of the Environment's sampling area;

And further, that owners of properties with lead soil concentrations in excess of 500 ppm be surveyed to determine whether they wish to participate in the soil replacement program.

A.02.03.03.01
(OW-335-88)